



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 15
Date: 08/03/2017

Embraer

ERJ-170-100/200, ERJ-190-100/200, ERJ-190-100 ECJ

**Commercial Designations: EMBRAER170, EMBRAER175,
EMBRAER190, EMBRAER195, LINEAGE 1000**

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

ERJ-170, ERJ-190

REVISION NO. 15

DATE: 08/03/2017

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HIGHLIGHTS OF CHANGE					

The following changes are the highlights of changes for Revision 15. The changes in this revision were made to align with FAA Policy Letters and to increase dispatch flexibility. All changes are reflected in the highlights of changes listed below and are indicated by revision bars in the associated ATA section. For any change affecting an ATA section, all pages in that associated ATA section are re-dated accordingly, with the exception of nomenclature changes for ATA chapter heading.

ITEM	EXPLANATION OF CHANGE
Entire document	Use of commercial designation in the applicability of items.
ATA 21 AIR CONDITIONING	
00-01	Added (M) procedure.
24-04	The item was under the wrong ATA according to the ATA Breakdown. The Recirculation System Smoke Detector will be placed under ATA 26, FIRE PROTECTION, item 26-16-00.
25-01, 25-03	Removed proviso, which limits operation up to a certain FL 310.
27-01, 27-03, 27-04	Included proviso restraining the transportation of Dry Ice in the FWD Cargo Compartment.
27-09	To include a new dispatch condition with the Aft Baggage Compartment Shutoff Valves inoperative.
28-02	Updated relief included (M) reference and updated the Operational Procedure.
29-02	Removed proviso, which limits operation up to a certain Flight Level.
31-01, 31-02, 31-07, 31-09, 31-11, 31-13, 32-01, 32-04, 51-00, 51-01, 51-02	Specify applicability in the first column of the MMEL, and removing redundant proviso information when "considered inoperative" is used.
51-08	To correct text in the remarks.
51-23	New item allowing dispatch of the Air Conditioning pushbutton illumination.
60-00, 61-00, 61-01, 62-00, 62-01	Updated dispatch conditions and provisos.

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HIGHLIGHTS OF CHANGE			
ITEM	EXPLANATION OF CHANGE		
ATA 22 AUTOFLIGHT			
00-00	Updated autopilot relief in accordance with PL-101.		
10-00	Included an A/2/1 relief for the item.		
11-01	Removed the expression “and not used” from the proviso.		
ATA 23 COMMUNICATIONS			
51-11	Revised proviso to allow the dispatch with a missing Cockpit Hand Microphone.		
ATA 24 ELECTRICAL POWER			
42-00	Specify applicability in the first column of the MMEL.		
ATA 26 FIRE PROTECTION			
26-16-00	Previously item 21-24-04, moved to ATA section 26, item 26-16-00		
ATA 28 FUEL			
43-00	Revised remarks for clarification.		
ATA 29 HYDRAULIC POWER			
11-21, 12-11	To include the Electrical Pumps Shock Mounts as a MMEL item.		
ATA 30 ICE AND RAIN PROTECTION			
33-00	Included the (O) reference in the second relief.		
71-02	Updated number installed from “2” to “-”.		
ATA 31 INDICATING/RECORDING SYSTEMS			
16-01	Changed item name for clarification.		

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HIGHLIGHTS OF CHANGE			
ITEM	EXPLANATION OF CHANGE		
ATA 32 LANDING GEAR 47-01, 47-15	Updated relief to include a NOTE regarding engine failure after V ₁ .		
ATA 33 LIGHTS 10-00 23-00 23-03, 28-00, 28-01, 28-03, 28-07, 28-09. 31-02 44-00 47-00	Revised the remarks to be compliant with PL-77. Updated item to comply with PL-123. New item, included components of the lavatory light system in the MMEL. New item, provided dispatch with the cargo compartments light cages damaged or missing. To revise relief to be in accordance to CS-MMEL. Changed applicability, to be easier to understand.		
ATA 34 NAVIGATION 23-00, 31-00 52-00-02 61-00 61-01	Updated relief for correction. Updated relief in accordance with PL-76. Included an (O) reference in the MMEL. Updated item to comply with PL-98.		
ATA 35 OXYGEN 11-01 11-03	Remove (M) reference. Updated number installed from 1 to “-” to be compatible with Lineage.		
ATA 36 PNEUMATIC 00-00 10-01 11-01	Specify applicability in the first column of the MMEL. Updated remarks for correction. No technical change. To update second relief for correction.		

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HIGHLIGHTS OF CHANGE			
ITEM	EXPLANATION OF CHANGE		
ATA 38 WATER/WASTE 32-00, 32-09, 34-01	Removed proviso “The Pilot-in-Command will determine if flight duration is acceptable with a FWD Lavatory unusable”.		
ATA 44 CABIN SYSTEMS 13-00 32-08 51-00	Updated number installed from “2” to “-” to account for a third flight attendant jumpseat option Changed the (M) reference for an (O) reference. Changed “local regulations” to “14 CFR”.		
ATA 50 CARGO AND ACCESSORY COMPARTMENTS 22-02	Changed relief order. No technical change.		
ATA 52 DOORS 30-00 70-01	To update relief for the item. To include (O) reference.		
ATA 73 ENGINE FUEL AND CONTROL 21-15	Updated relief with different provisos according to airplane family (190/195 and 170/175).		

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DEFINITIONS			

Refer to the current FAA MMEL Policy Letter 25, *Policy Concerning MMEL Definitions*, found on the FAA Flight Standards Information Management System (FSIMS) website.

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PREAMBLE			

For the MMEL, Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, *MMEL and MEL Preamble*, or for the preamble used for 14 CFR Part 91 operations, refer to MMEL Policy Letter PL-36, *FAR Part 91 MEL Approval and Preamble*. Both preambles may be found on the FAA Flight Standards Information Management System (FSIMS) website.

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GUIDELINES FOR (M) AND (O) PROCEDURES			

Guidance for (M) and (O) Procedures should be based on Dispatch Deviation Procedures Manual. For ERJ-170, ERJ-175, ERJ-190, and ERJ-195, refer to DDPM-4600-001. For LINEAGE 1000, refer to MEL-3766-020.

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
00-00	Environmental Control System Synoptic Displays (MFD ECS Page)	C	2	0	(O) MFD indications not addressed elsewhere in the MMEL may be inoperative.		
00-01	Air Management System (AMS) Channels (Except LINEAGE 1000)	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) AMS control channel is reverted to the operative one, and b) Flight is conducted at or below FL 310.		
21-04	Pilots Feet Outlet Shutoff Valves	C	2	0			
23-00	Gasper System	C	1	0			
24-01	Recirculation Fans	C	2	0	(M) May be inoperative provided affected fan is deactivated.		
-01	Recirculation Fan Check Valves	C	2	0	(M) May be inoperative close provided associated fan is deactivated.		
24-02	Recirculation Air Filters	C	2	0	May be inoperative or missing provided Recirculation Fans (RECIRC) remains selected off.		
		C	2	0	(M) May be inoperative or missing provided associated Recirculation Fan is deactivated.		
24-04	Recirculation System Smoke Detector (Except LINEAGE 1000)				Moved to item 26-16-00.		
25-01	Emergency Ram Air Valve	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Valve is secured open, and b) Air Conditioning Pack 01 is considered inoperative.		

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
25-03	Emergency Ram Air Check Valve	C	1	0	(O) Except for ER operations, may be inoperative open provided Air Conditioning Pack 02 is considered inoperative.	
25-06	Ram Air Inlet Door (Post-Mod. SB-170-53-0107 and Post-Mod. SB-190-53-0070)	C	2	0	(M) One or both may be inoperative provided: a) Both doors are secured open, and b) Both actuators are deactivated.	
26-08	Aft Electronic Bay Ventilation System (LINEAGE 1000)					
-01	Ventilation Fan 1	D	1	0	May be inoperative provided IFE is used in-flight only.	
-02	Ventilation Fan 2	C	1	0	May be inoperative provided IFE is selected OFF.	
-03	Airflow Switch	C	1	0	May be inoperative provided IFE is selected OFF.	
27-01 ***	Forward Cargo Compartment Fan	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, b) Live animals are not carried in the cargo compartment, and c) Dry ice is not carried in the cargo compartment.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
27-03 ***	Forward Cargo Compartment Check Valve	C	1	0	(M) May be inoperative closed provided: a) Fan is deactivated, b) Live animals are not carried in the cargo compartment, and c) Dry ice is not carried in the cargo compartment.	
		C	1	0	(O) May be inoperative open provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
27-04 ***	Forward Cargo Compartment Shutoff Valve	C	1	0	(M) May be inoperative closed provided: a) Valve is secured closed, b) Fan is deactivated, c) Live animals are not carried in the cargo compartment, and d) Dry ice is not carried in the cargo compartment.	
		C	1	0	(O) May be inoperative open provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
27-09	Aft Baggage Compartment Shutoff Valves (LINEAGE 1000)	C	2	0	(M) May be inoperative provided: a) Both valves are secured closed, and b) Live animals are not carried in the baggage compartment.		
28-02 ***	In-Flight Entertainment (IFE) System						
-01	Ventilation Fan	D	1	0	(M)(O) May be inoperative provided: a) Ventilation system is reset, and b) IFE is used in-flight only.		
-02	Airflow Switch	D	1	0	(M)(O) May be inoperative provided: a) Ventilation system is reset, and b) IFE is used in-flight only.		
28-03 ***	In-Flight Entertainment System (IFE) Ground-Shutoff-Valve	D	1	0	(M)(O) May be inoperative provided: a) Affected valve is secured closed, b) Ventilation system is reset, and c) IFE is used in-flight only.		
28-04 ***	In-Flight Entertainment System (IFE) Vent-Shutoff-Valve	D	1	0	(M) May be inoperative provided: a) Affected valve is secured closed, and b) IFE is deactivated.		
28-08 ***	Chiller Ventilation System						
-01	Ventilation Fan	D	1	0	(M) May be inoperative provided: a) Ventilation fan is deactivated, and b) Chiller is deactivated.		
-02	Airflow Switch	D	1	0	(M) May be inoperative provided: a) Ventilation fan is deactivated, and b) Chiller is deactivated.		
28-09 ***	Chiller Ground Shutoff Valve	D	1	0	(M) May be inoperative provided: a) Affected valve is secured closed, and b) Chiller is deactivated.		

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
28-10 ***	Chiller Vent Shutoff Valve	D	1	0	(M) May be inoperative provided: a) Affected valve is secured closed, and b) Chiller is deactivated.	
28-12 ***	Chiller Maintenance Panel	D	1	0	(M) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.	
29-02	Low Pressure Ground Connection Check Valve	C	2	1	(O) Except for ER operations, one may be inoperative open provided associated Air Conditioning Pack is considered inoperative.	
	(All Configurations Except LINEAGE 1000)	C	2	0	(O) Except for ER operations, may be inoperative open provided Both Air Conditioning Pack are considered inoperative.	
	(LINEAGE 1000)	C	2	0	(O) Except for ER operations, may be inoperative open provided: a) Both Air Conditioning Packs are considered inoperative, and b) The Auxiliary Fuel system is considered inoperative.	
		C	2	0	May be inoperative closed.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Cabin Pressure Control System (CPCS) Controller Channels					
-01	Automatic Mode	C	2	1	One may be inoperative provided PRESN MAN FAIL Caution message is not displayed on EICAS.	
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) Both Ram Air Inlet Doors are verified open before each flight.	
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration.	
	(LINEAGE 1000)	C	2	0	(O)Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) The Auxiliary Fuel system is considered inoperative.	
-02	Manual Mode	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Automatic Mode on both channels operates normally, and b) Extended overwater flight is prohibited.	
					(Continued)	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Cabin Pressure Control System (CPCS) Controller Channels (Cont'd)					
-02	Manual Mode (Cont'd)					
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve Indication on MFD operates normally, b) Outflow Valve is verified open, c) Extended overwater flight is prohibited, d) Flight is conducted in an unpressurized configuration, and e) Both Ram Air Inlet Doors are verified open before each flight.	
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve Indication on MFD operates normally, b) Outflow Valve is verified open, c) Extended overwater flight is prohibited, and d) Flight is conducted in an unpressurized configuration.	
	(LINEAGE 1000)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve Indication on MFD operates normally, b) Outflow Valve is verified open, c) Extended overwater flight is prohibited, d) Flight is conducted in an unpressurized configuration, and e) The Auxiliary Fuel system is considered inoperative.	
					(Continued)	

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
31-01	Cabin Pressure Control System (CPCS) Controller Channels (Cont'd)						
-02	Manual Mode (Cont'd)						
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) Both Ram Air Inlet Doors are considered inoperative.		
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration.		
	(LINEAGE 1000)	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) The Auxiliary Fuel system is considered inoperative.		

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Outflow Valve					
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve Indication on MFD operates normally, b) Outflow Valve is verified open, c) Extended overwater flight is prohibited, d) Flight is conducted in an unpressurized configuration, and e) Both Ram Air Inlet Doors are verified open before each flight.	
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve Indication on MFD operates normally, b) Outflow Valve is verified open, c) Extended overwater flight is prohibited, and d) Flight is conducted in an unpressurized configuration.	
	(LINEAGE 1000)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve Indication on MFD operates normally, b) Outflow Valve is verified open, c) Extended overwater flight is prohibited, d) Flight is conducted in an unpressurized configuration, and e) The Auxiliary Fuel system is considered inoperative.	
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Sequence No.	Item	1	2	3	4	Change Bar	
31-02	Outflow Valve (Cont'd)						
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) Both Ram Air Inlet Doors are considered inoperative.		
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration.		
	(LINEAGE 1000)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) The Auxiliary Fuel system is considered inoperative.		

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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
31-05	Outflow Valve Indications on MFD	C	2	0		
31-07	Cabin Rate of Climb Indication on EICAS	C	1	0	May be inoperative provided Automatic Mode operates normally on both channels.	
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) Both Ram Air Inlet Doors are verified open before each flight.	
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration.	
	(LINEAGE 1000)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) The Auxiliary Fuel system is considered inoperative.	
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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
31-07	Cabin Rate of Climb Indication on EICAS (Cont'd)					
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) Both Ram Air Inlet Doors are considered inoperative.	
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration.	
	(LINEAGE 1000)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) The Auxiliary Fuel system is considered inoperative.	

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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
31-09	Cabin Differential Pressure Indication on EICAS	C	1	0	(O) May be inoperative provided: a) Cabin Altitude Indication operates normally, and b) A table is available to convert Cabin Altitude to Cabin Differential Pressure.	
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) Both Ram Air Inlet Doors are verified open before each flight.	
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration.	
	(LINEAGE 1000)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) The Auxiliary Fuel system is considered inoperative.	
(Continued)						

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
31-09	Cabin Differential Pressure Indication on EICAS (Cont'd)						
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, d) Both Ram Air Inlet Doors are considered inoperative.		
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration.		
	(LINEAGE 1000)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) The Auxiliary Fuel system is considered inoperative.		

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
31-11	Cabin Altitude Indication on EICAS	C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indication operates normally, and b) A table is available to convert Cabin Differential Pressure to Cabin Altitude.	
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) Both Ram Air Inlet Doors are verified open before each flight.	
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration.	
	(LINEAGE 1000)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) The Auxiliary Fuel system is considered inoperative.	
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21. AIR CONDITIONING						
Sequence No.	Item	1	2	3	4	Change Bar
31-11	Cabin Altitude Indication on EICAS (Cont'd)					
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and, d) Both Ram Air Inlet Doors are considered inoperative.	
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration.	
	(LINEAGE 1000)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and, d) The Auxiliary Fuel system is considered inoperative.	

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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
31-13	Landing Field Elevation (LFE) Indication on EICAS					
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) Both Ram Air Inlet Doors are verified open before each flight.	
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration.	
	(LINEAGE 1000)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) The Auxiliary Fuel system is considered inoperative.	
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) Both Ram Air Inlet Doors are considered inoperative.	
(Continued)						

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
31-13	Landing Field Elevation (LFE) Indication on EICAS (Cont'd)						
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration.		
	(LINEAGE 1000)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and, d) The Auxiliary Fuel system is considered inoperative.		

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
32-01	Positive Pressure Relief Valve (Including Static Port and Tubing)					
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) Both Ram Air Inlet Doors are verified open before each flight.	
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration.	
	(LINEAGE 1000)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) The Auxiliary Fuel system is considered inoperative.	

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21. AIR CONDITIONING						
Sequence No.	Item	1	2	3	4	Change Bar
32-04	Negative Pressure Relief Valve					
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) Both Ram Air Inlet Doors are verified open before each flight.	
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration.	
	(LINEAGE 1000)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is verified open, b) Extended overwater flight is prohibited, c) Flight is conducted in an unpressurized configuration, and d) The Auxiliary Fuel system is considered inoperative.	
32-14	Positive Pressure Relief Valve indication on MFD	C	2	0		

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
51-00	Air Conditioning Packs					
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Associated Air Conditioning Pack remains selected off, b) Flight is conducted at or below FL 310, and c) Both Ram Air Inlet Doors are verified open before each flight	
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Associated Air Conditioning Pack remains selected off, and b) Flight is conducted at or below FL 310.	
	(All Configurations Except LINEAGE 1000 with Ram Air Inlet Doors Installed)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both Air Conditioning Packs remain selected off, b) Flight is conducted in an unpressurized configuration, and c) Both Ram Air Inlet Doors are verified open before each flight	
	(All Configurations Except LINEAGE 1000 without Ram Air Inlet Doors Installed)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both Air Conditioning Packs remain selected off, and b) Flight is conducted in an unpressurized configuration.	
	(LINEAGE 1000)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both Air Conditioning Packs remain selected off, b) Flight is conducted in an unpressurized configuration, and c) The Auxiliary Fuel system is considered inoperative.	

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Pack Flow Control Valves	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Affected valve is secured closed, and b) Associated Air Conditioning Pack is considered inoperative.	
		C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Affected valve is verified closed, and b) Associated Air Conditioning Pack is considered inoperative.	
	(All Configurations Except LINEAGE 1000)	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Affected valves are secured closed, and b) Both Air Conditioning Packs are considered inoperative.	
	(LINEAGE 1000)	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Affected valves are secured closed, b) Both Air Conditioning Packs are considered inoperative, and c) The Auxiliary Fuel system is considered inoperative.	

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
51-02	Flow Sensing Venturi	C	2	1	(O) Except for ER operations, one may be inoperative provided Associated Air Conditioning Pack is considered inoperative.		
	(All Configurations Except LINEAGE 1000)	C	2	0	(O) Except for ER operations, may be inoperative open provided both Air Conditioning Packs are considered inoperative.		
	(LINEAGE 1000)	C	2	0	(O) Except for ER operations, may be inoperative open provided: a) Both Air Conditioning Packs are considered inoperative, and b) The Auxiliary Fuel system is considered inoperative.		
51-08	Water Spray Nozzles	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Associated Air Conditioning Pack remains selected off, and b) Flight is conducted at or below FL 310.		
		C	2	0	(M) May be inoperative provided affected Spray Nozzle is removed.		
	(All Configurations Except LINEAGE 1000)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both Air Conditioning Packs remain selected off, and b) Flight is conducted in an unpressurized configuration.		
	(LINEAGE 1000)				(O) Except for ER operations, may be inoperative provided: a) Both Air Conditioning Packs remain selected off, b) Flight is conducted in an unpressurized configuration, and c) The Auxiliary Fuel System is considered inoperative.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
51-23	Pack 1(2) Pushbutton Illumination	C	2	0	(O) May be inoperative provided associated pushbutton is verified operative.		
60-00	Temperature Control						
	1) Cockpit Temperature "SET" Indication on MFD ECS Page	C	2	0	May be inoperative provided Cockpit Temperature "ACTUAL" Indication operates normally.		
	2) Cockpit Temperature "ACTUAL" Indication on MFD ECS Page	C	2	0	May be inoperative provided cockpit temperature Cockpit Temperature "SET" Indication on MFD ECS Page operates normally.		
	3) Passenger-Cabin-Zone Temperature "SET" Indication on MFD ECS Page	C	4	0	May be inoperative provided passenger cabin temperature "ACTUAL" Indication on MFD ECS Page operates normally.		
	4) Passenger-Cabin-Zone Temperature "ACTUAL" Indication on MFD ECS Page	C	4	0	May be inoperative provided passenger cabin temperature "SET" Indication on MFD ECS Page operates normally.		
61-00	Cockpit Temperature Control on Air Conditioning/Pneumatic Panel	C	1	0	May be inoperative provided cockpit temperature "SET" Indication on MFD ECS Page is acceptable by the flightcrew.		
		C	1	0	Except for ER operations, may be inoperative provided Air Conditioning Pack 01 is not used.		
61-01	Cockpit Zone Temperature Sensor	C	1	0	May be inoperative provided cockpit temperature "SET" Indication on MFD ECS Page operates normally.		
		C	1	0	Except for ER operations, may be inoperative provided Air Conditioning Pack 01 is not used.		

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21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
61-05	Cockpit Zone Temperature Indication on MFD (SET or ACTUAL)				Deleted, Revision 6. (Included in items 21-61-00 and 21-61-01.)		
62-00	Passenger-Cabin-Zone Temperature Control						
	1) On Air Conditioning/ Pneumatic Panel	C	1	0	May be inoperative provided: a) PAX/CABIN knob on the AIR COND/PNEUMATIC Panel is set to ATTND position. b) Temperature Control knob on the FAP is used to control the Passenger-Cabin-Zone Temperature.		
		C	1	0	Cabin Temperature "SET" Indication on MFD ECS Page is considered inoperative. NOTE: This failure mode is recognized when the Set indication is dashed.		
		C	1	0	May be inoperative provided set indication is in a range of temperature acceptable by the flightcrew.		
		C	1	0	Except for ER operations, may be inoperative provided Air Conditioning Pack 02 is not used.		
	2) On Flight Attendant Panel/CMS	C	-	0	May be inoperative provided Temperature Control knob on the AIR COND/PNEUMATIC Panel is used.		
		C	-	0	Except for ER operations, may be inoperative provided Air Conditioning Pack 02 is not used.		

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			4. REMARKS OR EXCEPTIONS				
21. AIR CONDITIONING							
Sequence No.	Item	1	2	3	4	Change Bar	
62-01	Passenger-Cabin-Zone Temperature Sensor	C	-	0	May be inoperative provided Passenger-Cabin-Zone Temperature "SET" Indication on MFD ECS Page operates normally.		
		C	-	0	Except for ER operations, may be inoperative provided Air Conditioning Pack 02 is not used.		
62-04	Passenger Cabin Zone Temperature Indication on MFD (SET or ACTUAL)				Deleted, Revision 6. (Included in items 21-62-00 and 21-62-01.)		
62-05 ***	Trim Air Modulating Valves	C	2	0	(M) May be inoperative provided affected valve is secured closed.		

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		4. REMARKS OR EXCEPTIONS					
22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
11-01	Guidance Panel (GP) (Cont'd)						
-03	Autopilot (AP) Button	B	1	0	May be inoperative provided operations do not require its use.		
-04	Yaw Damper (YD) Button	C	1	0			
-05	Source (SRC) Button	C	1	0		May be inoperative provided operations do not require its use.	
-06	Airspeed to Mach (PUSH IAS/MACH) Change Button	C	1	0			
-07	Navigation (NAV) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.		
-08	Heading (HDG) Mode Button	B	1	0		May be inoperative provided procedures do not require its use.	
-09	Approach (APP) Mode Button	C	1	0			May be inoperative provided procedures do not require its use.
-10	Bank (BANK) Limiter Button	C	1	0			
-11	Heading Selector (HDG SEL) Knob	B	1	0	May be inoperative provided operations do not require its use.		
-12	Heading Synchronization (PUSH SYNC) Button	C	1	0			
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		4. REMARKS OR EXCEPTIONS					
22. AUTOFLIGHT							
Sequence No.	Item	1	2	3	4	Change Bar	
11-01	Guidance Panel (GP) (Cont'd)						
-13	Flight Level Change (FLCH) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.		
-14	Vertical Navigation (VNAV) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.		
-15	Altitude Hold (ALT) Mode Button	C	1	0	May be inoperative provided operations do not require its use.		
-16	Feet to Meter (PUSH FT-M) Change Button	C	1	0	May be inoperative provided operations do not require its use.		
-17	Flight Path Angle (FPA) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.		
-18	Flight Path Angle Selector (FPA SEL) Knob	C	1	0	May be inoperative provided procedures do not require its use.		
-19	Vertical Speed (VS) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.		
-20	Vertical Speed (VS DN UP) Selector Thumb Wheel	C	1	0	May be inoperative provided procedures do not require its use.		
-21	Autothrottle (A/T) Button	B	1	0	May be inoperative provided Autothrottle Channels are considered inoperative		

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
11-02	Autopilot/Trim Disengage (AP/TRIM DISC) Buttons	C	2	1	One may be inoperative on non-flying pilot's side provided: a) Autopilot is not used below 1,500 feet AGL, and b) Operations do not require its use.	
		B	2	0	May be inoperative provided Autopilot is not used.	
11-03	Autopilot/Flight Director Touch Control Steering (AP/FD TCS) Buttons	C	2	0		
30-00	Autothrottle Channels	B	2	0		
30-12	Autothrottle Disconnect Buttons	C	2	1		
		B	2	0	May be inoperative provided Autothrottle is not used.	
30-15	Electronic Thrust Trim System (ETTS)	C	2	0		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
11-00 ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
12-00	Very High Frequency (VHF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) VHF 1 is operative, and b) Procedures do not require its use.	
15-00 ***	Satellite Communication System (SATCOM)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
21-00 ***	Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	-	0	May be inoperative provided procedures do not require its use.		
-01	Channels				Deleted, Revision 8.		
23-00 ***	Wireless Gatelink System	C	1	0	(M) May be inoperative provided alternate procedures are established and used.		
		D	1	0	May be inoperative provided procedures do not require its use.		
24-00 ***	Communication Management Function (CMF)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	-	0	May be inoperative provided procedures do not require its use.		
24-01 ***	Printer	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	1	0	May be inoperative provided procedures do not require its use.		
25-00 ***	Controller Pilot Datalink Communication System (CPDLC)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	2	0	May be inoperative provided procedures do not require its use.		

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23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
51-00	Cockpit/Cabin Interphone System						
-01	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communication procedures between the affected flight attendant stations are established and used. NOTE: Any station function(s) that operate normally may be used.		
-02	Flight Deck to Cabin, Cabin to Flight Deck Functions (LINEAGE 1000)	C	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.		
51-01	Cockpit Alerting System (Chime/Light)						
-01	Flight Deck Call Lights (CAB) on Digital Audio Panel	B	3	0	May be inoperative provided the flight deck chime operates normally. NOTE: The flight deck chime must always be operative.		
51-02	Cockpit Speakers	C	2	0	(O) May be inoperative provided: a) Procedures do not require its use, and b) Associated headset earphones or headphones are installed and operate normally.		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
51-03	Push To Talk (PTT) Switches					
-01	PTT MIC Switch on Glareshield Panel	C	2	0	(M) May be inoperative provided: a) Associated PTT/HOT MIC Switch on Yoke operates normally, and b) Affected switch is either verified failed open (non-transmitting position) or is deactivated.	
-02	PTT/HOT MIC Switch on Yoke	C	2	0	(M) May be inoperative provided: a) Associated PTT MIC Switch on Glareshield Panel operates normally, and b) Affected switch is either verified failed open (non-transmitting position) or is deactivated.	
51-08	Flight Deck Headsets/Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-01	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	
-02	Headset Earphones/Headphones	C	-	1	Either Captain's or First Officer's earphones/headphones may be inoperative provided associated flight deck speaker operates normally.	
51-11	Cockpit Hand Microphones	C	-	0	May be inoperative or missing provided associated boom microphones operate normally.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
52-00	Ramp Service Interphone System					
-01	Flight Deck to Ground Function (Airplanes Operating Under 14 CFR Part 121) (Interphone Jack, CALL Pushbutton, Horn)	C	-	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally. NOTE: Any portion of system which operates normally may be used.	
		C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.	
		B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	All Other Operations	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
54-03 ***	Iridium System	D	-	0	(M) May be inoperative provided it is deactivated.	

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24. ELECTRICAL POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
00-00	Electrical Synoptic Displays (MFD Electrical Page)	C	2	0	(O) MFD indications not addressed elsewhere in the MMEL may be inoperative.		
00-01	IDG Disconnect LED (Overhead Panel)	C	2	1			
00-05	Batteries 1 and 2 Voltage Indication on MFD Status Page	C	4	2	One indication per battery may be inoperative.		
		C	4	0	May be inoperative provided affected battery voltage is available on MFD Electrical Page.		
21-01	Engine Driven Generator (IDG, GCU, GLC)	A	2	1	(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Affected IDG is disconnected and remains selected OFF, c) Flight is conducted at or below FL 330, and d) Repairs are made within 2 flight days.		
22-01	APU Generator	C	1	0	(O) Except for ER operations, may be inoperative provided APU generator remains selected off.		
24-00	Static Inverter	C	1	0			
32-01	Mid Cabin IFE Transformer Rectifier Unit (LINEAGE 1000)				Deleted, Revision 10.		

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24. ELECTRICAL POWER						
Sequence No.	Item	1	2	3	4	Change Bar
36-10	Batteries 1 and 2 Temperature Sensors	C	4	2	One sensor per battery may be inoperative provided at least one temperature of associated battery on Electrical Synoptic Display (MFD Electrical Page) is verified to operate normally before each flight.	
41-00 ***	DC External Power System	D	1	0		
-01	DC GPU AVAIL/IN USE Pushbutton Lights	D	2	0	(O) May be inoperative provided alternate procedures are established and used.	
42-00	AC External Power System	C	1	0	(M) May be inoperative provided the system is deactivated.	
-01	AC GPU AVAIL Pushbutton Lights	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	AC GPU IN USE Pushbutton Lights	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	AC GPU AVAILABLE Light on Flight Attendant Ground Service Panel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-04	AC GPU IN USE Light on Flight Attendant Ground Service Panel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-05	External AC Power Receptacle Shield	C	1	0	(M) May be cracked or damaged provided remaining shield prevents misaligned GPU connection.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
52-03 ***	In-Flight Entertainment System (IFE) Auto Shutdown	C	1	0	(O) May be inoperative provided IFE RACK Power Switch is verified to operate normally before each departure.	
54-00 ***	Electrical Outlets					
-01	Cockpit AC Electrical Outlet	D	-	0		
-02	Avionics Compartment Electrical Outlet	D	-	0		
-03	Galley/Wardrobe Electrical Outlet	D	-	0		
-04	Aft Baggage Compartment Electrical Outlet (LINEAGE 1000)	D	-	0		
-05	Cabin AC Electrical Outlets	D	-	0		

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Sequence No.	Item	1	2	3	4	Change Bar
10-05	Eye Position Indicator	C	1	0		
10-07	Cockpit Convenience Item(s)				Deleted, Revision 7.	
10-09	Chart Holders				Deleted, Revision 7.	
11-01	Pilot Seats					
-01	Vertical Power Seat Adjustment Systems	C	2	0	(M) May be inoperative provided: a) Affected system is deactivated, and b) Vertical Manual Seat Adjustment System operates normally.	
-02	Vertical Manual Seat Adjustment Systems	C	2	0	May be inoperative provided: a) Affected seat has failed in a position that permits normal pilot's visibility, b) Full flight control movement is available, and c) Position of seat is acceptable to flightcrew.	
		C	2	0	May be inoperative provided Vertical Power Seat Adjustment System operates normally.	
-03	Longitudinal Seat Adjustment Systems	C	2	0	May be inoperative provided backup system operates normally.	
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Sequence No.	Item	1	2	3	4	Change Bar
11-01	Pilot Seats (Cont'd)					
-04	Lateral Seat Adjustment Systems	C	2	0	May be inoperative provided backup system operates normally.	
		C	2	0	May be inoperative provided: a) It has failed with the affected seat at inboard position, and b) Seat is acceptable to affected crewmember.	
-05	Lumbar Supports	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	
-06	Armrests	C	4	0	(M) May be inoperative provided: a) Affected armrest is stowed in the retracted position, and b) Seat is acceptable to affected crewmember.	
-07	Recline Functions	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	
-08	Headrests	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	
-09	Thigh Supports	C	4	0	May be inoperative provided seat is acceptable to affected crewmember.	

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Sequence No.	Item	1	2	3	4	Change Bar
11-02	Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight days.	
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to an FAA inspector for the performance of official duties, and c) Repairs are made within 2 flight days. NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy observer seat.	
12-15	Sun Visors	C	2	0	May be inoperative or missing provided there are no visual restrictions to affected crewmember.	
12-17	Direct Vision Window Sunshades	C	2	0	May be inoperative or missing provided there are no visual restrictions to affected crewmember.	

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Sequence No.	Item	1	2	3	4	Change Bar
13-03 ***	Crew Baggage Stowage Straps in the Cockpit	D	-	0	(O) May be inoperative or missing provided crew baggage is properly stowed.	
20-02	Overhead Storage Bin(s)/Cabin and Galley Storage Compartments/ Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Associated bin or compartment is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment.	
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Sequence No.	Item	1	2	3	4	Change Bar
20-02	Overhead Storage Bin(s)/Cabin and Galley Storage Compartments/Closets (Cont'd)	C	-	-	(M)(O) May be inoperative provided: a) Affected door(s) is removed, b) Associated bin or compartment is not used for storage of any items except for those permanently affixed, c) Associated bin or compartment is prominently placarded "DO NOT USE", d) Procedures are established and used to alert crewmembers and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used. NOTE 1: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment. NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.	
-01 ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
20-03	Cabin/Galley Storage Latches (Dual Latch Installations)	C	-	-	One latch per compartment may be inoperative.	
20-05	"Fasten Seat Belt While Seated" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.	

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Sequence No.	Item	1	2	3	4	Change Bar
20-07	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ashtrays are not considered NEF Items.	
21-10	Passenger Seat(s)	D	-	-	(M) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
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Sequence No.	Item	1	2	3	4	Change Bar
21-10	Passenger Seat(s) (Cont'd)					
-01	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in the full upright position.	
-02	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.	
-03	Armrest					
-A	Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.	
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Sequence No.	Item	1	2	3	4	Change Bar
21-10	Passenger Seat(s) (Cont'd)					
-03	Armrest (Cont'd)					
-B	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
-04	Seat Translation Mechanism (LINEAGE 1000)	C	-	0	(M) May be inoperative provided seat is positioned and secured in the appropriate position for taxi, takeoff, and landing.	
21-20	Flight Attendant Seat Assembly (Single or Dual Position) (Except LINEAGE 1000)	C	-	0	(M)(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, c) Inoperative folding type seat stows automatically or is secured in the retracted position, and d) Alternate procedures are established and used.	
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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
21-20	Flight Attendant Seat Assembly (Single or Dual Position) (Except LINEAGE 1000) (Cont'd)					
-01	Required Flight Attendant Seats	B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
(Continued)						

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Sequence No.	Item	1	2	3	4	Change Bar
21-20	Flight Attendant Seat Assembly (Single or Dual Position) (Except LINEAGE 1000) (Cont'd)					
-01	Required Flight Attendant Seats (Cont'd)				NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.	
-02	Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
22-04	Passenger Service Unit (PSU) Test/Reset Switches (Except LINEAGE 1000)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
23-16	Powered Window Shades (LINEAGE 1000)	D	-	0	(M) May be inoperative provided: a) The window shade of overwing exit is moved to open position, and b) System is deactivated.	
25-00	Flight Attendant Panels (FAP) (Except LINEAGE 1000)					
-01	Forward FAP	B	1	0	(O) May be inoperative provided: a) Aft FAP is operative b) Passenger Service Unit (PSU) Test/Reset Switches are considered inoperative, and c) Lavatory Smoke Test Switches are considered inoperative. NOTE: Any function on the FAP which operates normally may be used.	
-02	Aft FAP	B	1	0	(O) May be inoperative provided: a) Forward FAP is operative, and b) Water/Waste System indications are considered inoperative. NOTE: Any function on the FAP which operates normally may be used.	

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Sequence No.	Item	1	2	3	4	Change Bar	
27-01	Drop-Down Window on Aft Cabin Divider (Except LINEAGE 1000)	D	-	0	(M) May be inoperative provided it is removed or secured in the down position.		
30-03	Galley Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.		
34-03 ***	Wheelchair Restraint System	D	-	0	As required by regulations.		
40-03	Exterior Lavatory Door Ashtrays						
-01	Airplanes with More Than One Exterior Lavatory Door Ashtray Installed	A	-	-	One may be missing provided it is replaced within 10 consecutive calendar-days.		
-02	Airplanes with Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 3 consecutive calendar-days.		

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Sequence No.	Item	1	2	3	4	Change Bar
45-01	Lavatory Waste Receptacle Access Door	C	-	-	(M) May be inoperative provided: a) Associated lavatory waste receptacle is empty, b) Lavatory is used only by crewmembers, and c) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
61-00 ***	Emergency Locator Transmitter (ELT)					
-01	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
		A	-	0	May be missing provided repairs are made within 90 consecutive calendar-days.	
		D	-	0	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing.	

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Sequence No.	Item	1	2	3	4	Change Bar
62-01	Emergency Medical Equipment					
-01	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
-02	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
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Sequence No.	Item	1	2	3	4	Change Bar
62-01	Emergency Medical Equipment (Cont'd)					
-03	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
62-02	Flotation Equipment (Crew and Passenger)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	
62-03	Megaphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.	
		C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
62-05	Pyrotechnic Signal Devices	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
62-07	Flight Deck/Attendant Flashlight and Holder Assemblies					
-01	Flashlight	C	-	-	May be inoperative or missing provided crewmember assigned to associated seat has a flashlight of equivalent characteristics readily available.	
		C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
-02	Holder Assembly	C	-	-	May be inoperative or missing provided alternate stowage means are provided.	
62-09 ***	Overwing Escape Hatch Lifeline	D	-	0	May be inoperative or missing provided airplane is not operated on extended overwater flights.	

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Sequence No.	Item	1	2	3	4	Change Bar
66-01 ***	Life Raft	C	-	0	(M)(O) Any in excess of those required for the intended flight may be inoperative or missing for extended overwater flights provided: a) Required distribution is maintained, b) Inoperative life raft and its installed location are placarded inoperative, c) When practical, the inoperative life raft is secured out of sight, and d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	
		D	-	0	(O) May be inoperative or missing provided: a) Extended overwater flights are not conducted, and b) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	

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Sequence No.	Item	1	2	3	4	Change Bar	
10-01	Lavatory Smoke Detection System (LINEAGE 1000)						
-01	Fwd and Mid Cabin Lavatory	C	-	-	(M)(O) May be inoperative provided: a) Lavatory waste receptacle is empty, and b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER".		
		C	-	-	For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste compartment fire extinguisher is operative and b) Operating rules do not require a smoke detector.		
-02	VIP Cabin Lavatory	C	-	-	(M)(O) May be inoperative provided: a) Lavatory waste receptacle is empty, and b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.		
10-02	Mid Cabin (IFE) Rack Smoke Detection System (LINEAGE 1000)	C	-	0	(M) May be inoperative provided: a) The IFE system is deactivated, and b) The SATCOM system is deactivated.		
12-00	APU Fire/Overheat Detection Loops	C	2	0	Except for ER operations, both loops may be inoperative provided APU is not used.		

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
14-00	Lavatory Smoke Detection System (Except LINEAGE 1000)	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These proviso are not intended to prohibit lavatory use or inspections by crewmembers.	
14-01	Lavatory Smoke Test Switches on Flight Attendant Panel (Except LINEAGE 1000)	C	-	0	(O) May be inoperative provided Lavatory Smoke Detector is tested once each flight day.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
15-00	Cargo Compartment Smoke Detection System					
-01	Forward Cargo Compartment Smoke Detectors	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDS), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
	(EMBRAER 170/175)	C	3	1	May be inoperative provided live animals are not carried in the forward cargo compartment.	
	(EMBRAER 190/195 Except LINEAGE 1000)	C	4	2	May be inoperative provided live animals are not carried in the forward cargo compartment.	
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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
15-00	Cargo Compartment Smoke Detection System (Cont'd)					
-02	Aft Cargo Compartment Smoke Detectors	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
	(ERJ-170-100/200)	C	2	1		
	(EMBRAER 190/195 Except LINEAGE 1000)	C	3	2		
16-00	Recirculation System Smoke Detector					
	(All Configurations Except LINEAGE 1000)	B	1	0	(O) Except for ER operations, may be inoperative or missing provided: a) Recirculation Fans (RECIRC) remain selected off, b) Both air conditioning packs are operating normally, and c) Live animals are not carried in the forward cargo compartment.	
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Sequence No.	Item	1	2	3	4	Change Bar	
16-00	Recirculation System Smoke Detector (Cont'd)						
	(EMBRAER 170/175)	B	1	0	(M)(O) May be inoperative provided: a) Recirculation Fans (RECIRC) remain selected off, b) One Air Conditioning Pack is operating normally, c) Live animals are not carried in the forward cargo compartment, and d) Both Engine ITT margins are verified to be within limits.		
	(All Configurations Except LINEAGE 1000)	B	1	0	(O) Except for ER operations, may be inoperative or missing provided: a) Recirculation Fans (RECIRC) remain selected off, b) One Air Conditioning Pack is operating normally, and c) Live animals are not carried in the forward cargo compartment.		
18-01 ***	In-Flight Entertainment System (IFE) Smoke Detector (Except LINEAGE 1000)	D	1	0	(M) May be inoperative provided IFE system is deactivated.		
22-00	APU Fire Extinguishing System	C	1	0	Except for ER operations, may be inoperative provided APU is not used.		

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Sequence No.	Item	1	2	3	4	Change Bar	
22-09	APU Fire Extinguisher Button Illumination	C	1	0	(O) May be inoperative provided APU FIRE Warning EICAS Message, Master Warning lights, APU Emergency Stop Button Illumination, and Aural Warning are verified to operate normally.		
		C	1	0	Except for ER operations, may be inoperative provided APU is not used.		
23-00	Cargo Compartment Fire Extinguishing System						
-01	Forward Cargo Compartment Fire Extinguishing System	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.		
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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
23-00	Cargo Compartment Fire Extinguishing System (Cont'd)					
-02	Aft Cargo/Baggage Compartment Fire Extinguishing System	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
24-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
25-00	Lavatory Fire Extinguisher Systems (Except LINEAGE 1000)	C	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided Lavatory Smoke Detector system operates normally.	
		C	-	-	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: <ul style="list-style-type: none"> a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. <p>NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</p> <p>NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.</p>	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
27-01	Lavatory Fire Extinguishing System (LINEAGE 1000)					
-01	Fwd and Mid Cabin Lavatory	C	-	-	(M)(O) May be inoperative provided: a) Lavatory waste receptacle is empty, and b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER".	
		C	-	-	(M)(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided: a) Lavatory smoke detection system operates normally, and b) Operating rules do not require a fire detection system.	
-02	VIP Cabin Lavatory	C	-	-	(M)(O) May be inoperative provided: a) Lavatory waste receptacle is empty, and b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Flight Controls System					
-01	System Faults (Post-Mod Epic Load 25.3, 25.4, and on)	A	1	0	May be dispatched with FLT CTRL FAULT Advisory EICAS message system faults provided repairs are made within 48 hours.	
03-01	Flight Controls Panel					
-01	Flight Control Mode Pushbuttons Illumination	C	3	0	(O) May be inoperative provided the associated pushbutton is verified operative and no ELEVATOR FAULT, RUDDER FAULT, or SPOILER FAULT is present.	
-02	Stick Shaker System Cutout Pushbutton Illumination	C	2	0	(O) May be inoperative provided the associated pushbutton is verified operative.	
03-04	Pitch Trim system Channel Cutout Pushbutton Illumination	C	2	0	(M) May be inoperative provided the pitch trim channels are verified operative.	
11-12	ROLL CONTROL DISC Advisory EICAS Message	B	1	0	(O) May be inoperative provided: a) Both control wheels are verified to be connected before each flight, and b) Autopilot Channels are considered inoperative.	

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27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
14-01	Flight Roll Trim Position Indication on EICAS	C	1	0	(O) May be inoperative provided Ailerons are verified centered before each flight.		
14-02	Aileron Trim System	C	1	0	(M) May be inoperative provided roll trim actuator is deactivated at neutral position. NOTE: Roll Trim position indication on EICAS will be inoperative.		
23-03	Rudder Pedal Adjustment System	C	2	0	May be inoperative provided Rudder Pedals position is acceptable to the affected flightcrew member.		
		C	2	0	(M) May be inoperative provided Rudder Pedals may be adjusted to suit individual pilot requirements.		
24-01	Yaw Trim Position Indication on EICAS	B	1	0	(O) May be inoperative provided Rudder is verified centered before each flight.		
31-06	PITCH CONTROL DISC Advisory EICAS Message	B	1	0	(O)May be inoperative provided: a) Both control columns are verified to be connected before each flight, and b) Autopilot Channels are considered inoperative.		
33-05	Elevator Thrust Compensation (ETC) Function				Deleted, Revision 12.		
33-06 ***	Tail Strike Avoidance (EMBRAER 190/195)	C	1	0	(O) May be inoperative provided tail strike avoidance procedures are established and used.		

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
36-01	Stick Shakers	B	2	1	(O) One may be inoperative provided Stall Warning System is verified to operate normally before each departure.	
41-01	Pitch Trim Position Indication on EICAS	B	1	0	(M)(O) May be inoperative provided horizontal stabilizer position is set by means of markings on tail cone before each flight.	
41-09	AUTO CONFIG TRIM Function				Deleted, Revision 12.	
43-02	Pitch Trim Switches					
-01	Pitch Trim Switches on Yoke	C	2	1		
-02	Backup Trim Switch on the Control Pedestal	C	1	0	May be inoperative provided both pitch trim switches on yokes are operating normally.	
53-00	Slat/Flap Electrical System	B	4	3	(M)(O) Slat Channel 01 or Flap Channel 02 may be inoperative provided: a) Slat Channel 02 and Flap Channel 01 are verified operative, and b) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Flaps or Slats will operate at half extension and retraction rates.	
53-02	Slat/Flap Actuator Control Electronic (SF-ACE) Channels				Deleted, Revision 12. (Included in item 27-53-00).	

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
00-00	Fuel System Synoptic Displays (MFD Fuel Page)	C	2	0	(O) MFD indications not addressed elsewhere in the MMEL may be inoperative.		
11-05	Drain Valves						
	(EMBRAER 170/175)	C	4	3	(M) One may be inoperative provided there is no evidence of leakage.		
	(EMBRAER 170/175)	B	4	2	(M) One Inner Drain Valve and one Outer Drain Valve on the opposite side may be inoperative provided there is no evidence of leakage.		
13-00	Auxiliary Fuel System (LINEAGE 1000)	C	1	0	(M)(O) May be inoperative provided: a) Both auxiliary tanks are empty, b) Fuel Transfer Mode is selected OFF, and c) Isolation pushbutton is pushed in.		
14-03	Fwd and Aft Auxiliary Tank Vent Shutoff Valves (LINEAGE 1000)	C	2	0	(M) May be inoperative if affected valves are verified open during refueling and are closed after refueling panel is closed.		
21-16 ***	Crossfeed Override Function	C	1	0	Except for ER operations, may be inoperative.		
21-33	FUEL AC PUMP 1(2) FAIL Advisory EICAS Messages	C	2	0	(O) May be inoperative provided associated pump is verified to operate normally before each flight.		
		C	2	0	(M) May be inoperative provided associated pump is verified to operate normally before each flight.		

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-01	DC Pump	B	1	0	(M) May be inoperative provided: a) DC Pump is deactivated, b) DC Pump remains selected OFF, and c) AC power is available.	
22-07	APU Fuel Shutoff Valve	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU is not used, and b) Valve is secured closed.	
22-08	APU Fuel Feed Line	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU fuel feed line is drained, b) APU fuel SOV is secured closed, and c) APU is not used.	
22-17	APU FUEL SOV CLOSED Status EICAS Message	B	1	0	(M) Except for ER operations, may be inoperative provided: a) APU is used only on the ground, and b) APU Fuel Shutoff Valve is verified closed after APU shutdown.	
		C	1	0	Except for ER operations, may be inoperative provided APU is not used.	
22-19	APU FUEL SOV FAIL Caution EICAS Message	B	1	0	(M) Except for ER operations, may be inoperative provided: a) APU is used only on the ground, and b) APU Fuel Shutoff Valve is verified closed after APU shutdown.	
		C	1	0	Except for ER operations, may be inoperative provided APU is not used.	

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28. FUEL							
Sequence No.	Item	1	2	3	4	Change Bar	
23-00	Pressure Defueling/Refueling System	C	1	0	(M) May be inoperative provided airplane is refueled by gravity.		
-01	Automatic Mode	C	1	0	(M) May be inoperative provided airplane is refueled by pressure manual mode or by gravity.		
23-09	Fuel Quantity Indication on Refueling Panel	C	1	0	(M) May be inoperative provided airplane is refueled by pressure manual mode or by gravity.		
23-13	Pressure Refueling/Defueling Adapter Cap	C	1	0	(M) May be inoperative or missing provided: a) Refueling receptacle is visually checked for contamination before each refueling, and b) No leakage can be detected after refueling is completed.		
23-21	Defueling Shutoff Valve	C	1	0	(M) May be inoperative provided shutoff valve is secured closed.		
23-27	RH/LH Tank Refueling Shutoff Valve Closed Indication Light on the Refueling Panel	C	2	0	(M) May be inoperative provided valve is confirmed closed prior to each refueling.		
23-29	Defueling Shutoff Valve Open Indication Light on the Refueling Panel	C	1	0	(M) May be inoperative provided shutoff valve is verified closed and then after each subsequent defueling.		
23-31	DEFUEL SOV OPEN Advisory EICAS Message	C	1	0	(M) May be inoperative provided shutoff valve is secured closed except for defueling.		

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
41-00	Wing Fuel Quantity Indication on EICAS and MFD (Electrical Fuel Quantity Indicating)	A	6	3	(M)(O) Except for ER operations, indications for one wing tank may be inoperative provided: <ul style="list-style-type: none"> a) Fuel quantity in associated tank is verified by an alternate means, b) Fuel flow and fuel used indications are available and are monitored throughout flight, c) Associated FUEL 1(2) LO LEVEL Warning EICAS message is operative, and d) Repairs are made within 3 flight days. 	
42-00	Magnetic Level Indicators	C	6	0	May be inoperative provided Fuel Quantity Indication on EICAS and MFD operates normally.	
43-00	Fuel Temperature Indicating System	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Total Air Temperature (TAT) is used as an indication of fuel temperature, and b) Total Air Temperature (TAT) is greater than -37 degrees C. 	
44-00	FUEL 1(2) LO LEVEL Warning EICAS Message	C	2	1	(O) One may be inoperative provided associated fuel quantity indications are available on EICAS display and MFD and are monitored throughout the flight.	
		B	2	0	(O) Both may be inoperative provided fuel quantity indications are available on EICAS display and MFD on both sides and are monitored throughout the flight.	

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Hydraulic System Synoptic Displays (MFD Hydraulic Page)	C	2	0	(O) MFD indications not addressed elsewhere in the MMEL may be inoperative.	
11-01	Engine Driven Pumps (EDP)					
-01	Depressurization Function	C	2	1	May be inoperative on one EDP provided: a) Both Starter Control Valves (SCV) operate normally, b) Both Engine Bleed Valves operate normally, and c) Crossbleed valve operates normally.	
		C	2	1	May be inoperative on one EDP provided: a) Both Starter Control Valves (SCV) operate normally, b) APU Pneumatic Bleed System operates normally, and c) Crossbleed valve operates normally.	
-02	ENG PUMP SHUTOFF Pushbutton Illumination on Hydraulic Control Panel	C	2	0	(O) May be inoperative provided ENG PUMP SHUTOFF pushbutton is verified operative.	
11-02	Systems 1 and 2 Electrical Pumps				Deleted, Revision 2.	

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
11-03	Power Transfer Unit (PTU)					
-01	Automatic Activation Function	A	1	0	(O) May be inoperative provided: a) PTU is selected on before takeoff and landing, and b) Repairs are made within 3 flight days.	
11-04	Systems 1 and 2 Filter Manifold Differential Pressure Indicators	A	6	4	One per system may be inoperative provided repairs are made within 3 flight days.	
11-06	Systems 1 and 2 Case Drain Differential Pressure Indicators	A	2	0	May be inoperative provided repairs are made within 3 flight days.	
11-10	Systems 1 and 2 Reservoirs Relief Bleed Valves	B	2	0	(M) Bleed function may be inoperative provided: a) Affected valve is verified for no evidence of leakage, and b) Associated reservoir quantity is verified adequate once each flight day.	
11-21	Systems 1 and 2 Electrical Pumps Shock Mounts	C	8	6	One shock mount per pump may be inoperative.	
11-27	Engine Driven Pump Pressure Attenuators				Deleted, Revision 4.	
11-28	Engine Driven Pump Suction Attenuators				Deleted, Revision 4.	

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29. HYDRAULIC POWER							
Sequence No.	Item	1	2	3	4	Change Bar	
11-29	System 1 and 2 Electrical Pumps Pressure Attenuators				Deleted, Revision 4.		
11-30	Systems 1 and 2 Accumulators Pressure Indicators	C	2	0	(M) May be inoperative provided affected accumulator pre-charge pressure is verified adequate once each flight day.		
12-01	System 3 Electrical Pumps	C	2	1	Pump 3B may be inoperative provided it remains selected OFF.		
12-02	System 3 Filter Manifold Differential Pressure Indicators	A	2	1	One may be inoperative provided repairs are made within 3 flight days.		
12-04	System 3 Case Drain Differential Pressure Indicator	A	1	0	May be inoperative provided repairs are made within 3 flight days.		
12-07	System 3 Reservoir Relief Bleed Valve	B	1	0	(M) Bleed Function may be inoperative provided: a) Affective valve is verified for no evidence of leakage, and b) Associated reservoir quantity is verified adequate once each flight day.		
12-11	System 3 Electrical Pumps Shock Mounts	C	8	6	One shock mount per pump may be inoperative.		
12-17	System 3 Electrical Pumps Pressure Attenuator	C	1	0	(M) May be missing provided affected attenuator connection remains capped.		

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
12-18	System 3 Accumulator Pressure Indicator	C	1	0	(M) May be inoperative provided affected accumulator pre-charge pressure is verified adequate once each flight day.	
13-00	Systems 1, 2, and 3 Ground Service Connections	C	9	0	(M) May be inoperative closed provided: a) Affected connection is verified for no evidence of leakage, and b) Associated Reservoir quantity is verified adequate.	
31-01	Systems 1, 2, and 3 Pressure Indications on MFD	C	6	0	May be inoperative provided HYD 1(2)(3) LO PRESS Caution message is not displayed on EICAS.	
32-00	Systems 1 and 3 Quantity Indications on MFD	C	4	0	(M) May be inoperative provided quantity is verified adequate on associated Reservoir Quantity Indicator once each flight day.	
32-01	Systems 2 Quantity Indication on MFD	C	2	0	(M)(O) May be inoperative provided: a) Quantity is verified adequate on Reservoir 2 Quantity Indicator once each flight day, and b) Takeoff and landings are accomplished with Electrical Pump 2 turned ON.	
33-01	Systems 1, 2, and 3 Temperature Indications on MFD	C	6	0	(O) May be inoperative provided: a) HYD TEMP SENS FAIL Advisory message is not displayed on EICAS, and b) Alternate procedures are established and used.	

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30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
00-00	Anti-Ice System Synoptic Displays (MFD Anti-Ice Page)	C	2	0	(O) MFD indications not addressed elsewhere in the MMEL may be inoperative.		
11-00	Wing Anti-Icing System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.		
11-01	Wing Anti-Ice Valves	C	2	0	(M) May be inoperative provided: a) Affected valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.		
11-11	A-I WING VLV OPEN Status EICAS Message	C	1	0	(M) May be inoperative provided: a) Affected valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.		
		C	1	0	(O) May be inoperative provided Wing Anti-Ice Valves are verified to operate normally before each flight.		
11-13	A-I WING NO DISPATCH Caution EICAS Message	C	1	0	(M) May be inoperative provided: a) Affected valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.		
		C	1	0	(O) May be inoperative provided Wing Anti-Ice Valves are verified to operate normally before each flight.		

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30. ICE AND RAIN PROTECTION							
Sequence No.	Item	1	2	3	4	Change Bar	
21-00	Engine Anti-Icing Systems	C	2	1	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.		
21-01	Engine Anti-Ice Valves	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Affected valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.		
		C	2	0	(M)(O) May be inoperative provided: a) Affected valve is secured open, and b) Appropriate performance penalties are applied.		
21-09	A-I ENG 1(2) VLV OPEN Status EICAS Message	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Associated valve is secured closed, b) Airplane is not operated in known or forecast icing conditions, and c) Appropriate performance penalties are applied.		
		C	2	0	(M)(O) May be inoperative provided: a) Associated valve is secured open, and b) Appropriate performance penalties are applied.		
		C	2	0	(O) May be inoperative provided: a) Associated Engine Anti-Ice Valve is verified to operate normally before each flight, and b) Appropriate performance penalties are applied.		

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
31-00	Air Data Smart Probe (ADSP) Heater Controllers	B	8	4	One Heater Controller per ADSP may be inoperative.	
33-00	Total Air Temperature (TAT) Heaters	B	2	1	(O) May be inoperative provided: a) TAT indications are displayed normally, and b) One Ice Detection System operates normally.	
		B	2	0	(O) Except for ER operations, may be inoperative provided: a) TAT indications are displayed normally, and b) Airplane is not operated in visible moisture or in known or forecast icing conditions.	
41-00	Windshield Wiper Systems	C	2	0	May be inoperative provided: a) Airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing, and b) Operations do not require their use.	
-01	Low Speed Mode	C	2	0	May be inoperative provided associated High Speed Mode operates normally.	
-02	High Speed Mode	C	2	0	May be inoperative provided associated Low Speed Mode operates normally.	
-03	Timer Mode	C	2	0		
-04	Parking Mode	C	2	0	(M) May be inoperative provided blades are positioned to provide an acceptable field of vision to flightcrew.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
42-00	Windshield Heating Systems	B	2	1	Except for ER operations, one may be inoperative provided airplane is not operated in known or forecast icing conditions.	
43-01 ***	Door Sill Heater	D	-	0	(M) May be inoperative provided system is deactivated.	
71-02	Drain Mast Heaters	C	-	0	(M)(O) May be inoperative provided: a) Water supply to the associated galley and lavatory is secured off, and b) Procedures are established and used to ensure that the associated galley sink drain is not used. NOTE: Potable water inflight drainage system will be inhibited.	
71-03 ***	Drain Port Heater	D	1	0	(O) May be inoperative provided the forward lavatory and galley sink drain are not used on ground if OAT is below 0 degrees C (32 degrees F). NOTE 1: The forward lavatory and galley sinks may be used on ground if OAT is greater than the limit above. NOTE 2: Potable water drainage system will be inhibited.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
71-50 ***	Freeze Protection Kit (FPK)	C	1	0	(M) Individual components may be inoperative provided: a) FPK is tested operational once each flight day, and b) Potable water system is drained when parking at or below water freezing conditions. NOTE 1: Any portion of the system which operates normally may be used. NOTE 2: Water system may be serviced and used.	
		C	1	0	(M) May be inoperative provided: a) Water system is drained and not used, and b) Procedures are established and used to ensure that water system is not serviced.	
81-02	Ice Detector Systems	C	2	0	(O) May be inoperative provided Engine and Wing Anti-Icing Systems are operated manually.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Status Synoptic Display (MFD Status Page)	C	2	0	(O) MFD indications not addressed elsewhere in the MMEL may be inoperative.	
16-01	CB Monitor System	B	1	0	(M) May be inoperative provided: a) Associated circuit breaker monitor is verified to be inoperative, b) System associated with the thermal circuit breaker is verified to operate normally or deferred according to the applicable MMEL entry, and c) A visual inspection of the affected CB is performed once each flight day.	
21-00	Clock System					
-01	Time Function on Digital Clock	C	1	0	May be inoperative provided at least one Time Function on MFD Status Page operates normally.	
-02	Time Function on MFD Status Page	C	2	1		
		A	2	0	May be inoperative provided: a) Time Function on Digital Clock operates normally, b) At least one Cockpit Voice Recorder (CVR) operates normally, and c) Repairs are made within 3 flight days.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
22-00	Chronometer System					
-01	Chronometer Function on Digital Clock	C	1	0	May be inoperative provided at least one Chronometer Function on PFD operates normally.	
-02	Elapsed Time Function on Digital Clock	C	1	0		
-03	Chronometer Function on PFD	C	2	1		
		C	2	0	May be inoperative provided Chronometer Function on Digital Clock operates normally.	
31-00	Digital Voice-Data Recorder (DVDR) System					
-01	Cockpit Voice Recorder (CVR) Functions	C	2	1		
		A	2	0	May be inoperative provided: a) At least one Flight Data Recorder (FDR) Function operates normally, and b) Repairs are made within 3 flight days.	
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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
31-00	Digital Voice-Data Recorder (DVDR) System (Cont'd)					
-02	Flight Data Recorder (FDR) Functions	C	2	1		
		A	2	0	May be inoperative provided:	
					a) At least one Cockpit Voice Recorder (CVR) Function operates normally,	
					b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:	
					1) The FDR failure occurs after pushback but prior to takeoff, or	
					2) The FDR repair was attempted but was not successful.	
					c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and	
					d) Repairs are made within 3 flight days.	
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Sequence No.	Item	1	2	3	4	Change Bar
31-00	Digital Voice-Data Recorder (DVDR) System (Cont'd)					
-02	Flight Data Recorder (FDR) Functions (Cont'd)					
-A	DFDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) At least one Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 consecutive calendar-days.	
-B	DFDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
-03 ***	CVR Independent Power Supply	C	-	0		
32-00 ***	Quick Access Recorder (QAR)	D	1	0		
41-03	Aircraft Personality Module (APM)	C	4	2		

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
41-08	Modular Avionics Unit (MAU) Fans					
-01	MAU 1 Fans	C	4	3		
-02	MAU 2 Fans	C	3	2		
-03	MAU 3 Fans	C	3	2		
41-30	Configuration Monitor System (CMS)	C	2	1		
51-00	Aural Warning System					
-01	Channels	C	2	1		
51-01	Takeoff configuration (T/O CONFIG) Button	C	1	0	(O) May be inoperative provided Takeoff Configuration Warning is verified to be operative before each flight.	
52-01	Master Warning/Caution Pushbuttons/Annunciators					
-01	Warning Lights	C	2	1		
-02	Warning Alarm Cancel Function	C	2	1		
-03	Caution Lights	C	2	1		
-04	Caution Alarm Cancel Function	C	2	1		

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Sequence No.	Item	1	2	3	4	Change Bar
60-00	Electronic Checklist (ECL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
61-01	Display Units (DU)	A	5	4	(M)(O) RH MFD, RH PFD, or LH PFD may be inoperative provided: a) Associated Display Unit is deactivated, b) All CCD buttons, knobs, and touchpads operate normally on the associated side, c) Reversionary Panel Displays knobs are verified to operate normally, d) IESS operates normally, and e) Repairs are made within 3 flight days.	
61-02	Reversionary Panel (ADS/IRS) Pushbutton Illumination	C	4	0	(O) May be inoperative provided associated pushbutton is verified operative.	
61-04	EICAS Declutter Override (EICAS FULL) Button	D	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
61-10	Display Controller Panels					
-01	Horizontal Situation Indicator (HSI) Mode Selector Buttons	C	2	0		
-02	Weather Radar (WX) Buttons	D	2	0		
-03	FMS Source Selector Buttons	C	2	0	May be inoperative provided procedures do not require their use.	
-04	RA/BARO Selector Knobs	C	2	0	May be inoperative provided the setting required for the intended approach is available.	
-05	Decision Height/Minimum Descent Altitude (MINIMUMS) Selector Knobs	C	2	0	May be inoperative provided approach minimums do not require their use.	
-06	VOR/Localizer (V/L) Source Selector Buttons	C	2	-	May be inoperative provided procedures do not require their use.	
-07	Preview (PREV) Buttons	C	2	0		
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Sequence No.	Item	1	2	3	4	Change Bar
61-10	Display Controller Panels (Cont'd)					
-08	Flight Path Reference (FPR) Buttons	C	2	0		
-09	ADF/VOR/FMS Bearings (Circle/Diamond) Selector Buttons	C	4	-	May be inoperative provided procedures do not require their use.	
-10	Standard Barometric Pressure (PUSH STD) Buttons	C	2	0		
-11	IN/hPa Selector Knobs	C	2	0	May be inoperative provided required units for the intended flights are available.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Cursor Control Device (CCD)					
-01	Format Location Buttons	B	6	5	One MFD or PFD button may be inoperative provided all remaining CCD buttons, knobs, and touchpads operate normally on both sides.	
-02	Enter Buttons	B	4	3	One may be inoperative provided all remaining CCD buttons, knobs, and touchpads operate normally on both sides.	
-03	Inner Tuning Knobs	B	2	1	One may be inoperative provided all remaining CCD buttons, knobs, and touchpads operate normally on both sides.	
-04	Touchpads	B	2	1	One may be inoperative provided all remaining CCD buttons and knobs operate normally on both sides.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
33-01	Landing Gear Control Lever Lock Solenoid	B	1	0	(O) May be inoperative provided: a) EICAS message LG WOW SYS FAIL is not displayed, and b) The downlock release button is verified to operate normally.	
41-02 ***	AutoBrake System	C	1	0	(M)(O) May be inoperative provided: a) AutoBrake control knob is selected OFF and deactivated, b) Brake temperature sensors and indications operate normally, and c) Alternate procedures are established and used.	
		D	1	0	(M) May be inoperative provided: a) AutoBrake Control Module is removed, and b) Procedures do not require its use.	
44-17	Emergency/Parking Brake Accumulators Pressure Transducers	C	2	0	(M) May be inoperative provided associated accumulator charge is verified adequate once each flight day.	
44-30	Emergency/Parking Brake Accumulators Pressure Indication on MFD	C	4	0	(M) May be inoperative provided associated accumulator charge is verified adequate once each flight day.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
47-01	Brake Temperature Sensors	C	4	3	(O) One may be inoperative provided Landing Gear remains selected down for 7 minutes after takeoff. NOTE: In case of engine failure after V ₁ , the landing gear should be retracted.	
		C	4	0	(O) May be inoperative provided: a) Landing Gear remains selected down for 7 minutes after takeoff, and b) Brake cooling time according to AFM Quick Turn Around Weight limitations is complied with. NOTE: In case of engine failure after V ₁ , the landing gear should be retracted.	
47-15	Brake Temperature Indication on MFD	C	8	6	(O) One may be inoperative provided Landing Gear remains selected down for 7 minutes after takeoff. NOTE: In case of engine failure after V ₁ , the landing gear should be retracted.	
		C	8	0	(O) May be inoperative provided: a) Landing Gear remains selected down for 7 minutes after takeoff, and b) Brake cooling time according to AFM Quick Turn Around Weight limitations is complied with. NOTE: In case of engine failure after V ₁ , the landing gear should be retracted.	

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49-11	Brake Assembly Wear Indicators	A	8	7	One may be inoperative or missing provided repairs are made within 30 consecutive calendar-days.		
		C	8	4	One per brake assembly may be inoperative or missing.		
49-13	Nose Wheel Spinbrakes	C	2	0	May be missing or removed.		
49-15 ***	Tire Pressure Indicators	D	-	0			
53-03	Rudder Pedals Nose Wheel Steering System	C	2	0	May be inoperative provided Handwheel Nose Wheel Steering System operates normally.		
53-07	Nose Wheel Steering Disengage Switches						
-01	Steering Disengage Switches on Yoke				Deleted, Revision 14.		
-02	External Steering Disengage Switch	C	1	0	(O) May be inoperative provided affected switch is verified in ENGAGE position.		
		C	1	0	(M)(O) May be inoperative provided affected switch is deactivated.		
61-11	Towing Indication Lights	C	2	0	(O) May be inoperative provided parking brake and steering status are verified before towing the airplane.		

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting Systems	C	-	-	<p>Individual lights may be inoperative provided:</p> <ul style="list-style-type: none"> a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
21-00	Cabin Interior Illumination System					
-01	All Models Except LINEAGE 1000	C	-	-	May be inoperative provided: a) No more than 10% of the ceiling lights are inoperative, b) No more than two adjacent ceiling lights in the longitudinal or lateral direction are inoperative, c) At least one light operates normally in the forward entrance area, aft entrance area, and forward galley area, d) Remaining operative lights in the forward entrance area, forward galley area, aft entrance area, and ceiling area operate in BRIGHT setting, e) Adequate cabin illumination remains for flight attendants to perform their assigned duties, and f) Cabin emergency lighting is operative.	
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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
21-00	Cabin Interior Illumination System (Cont'd)					
-01	All Models Except LINEAGE 1000 (Cont'd)	C	-	-	(O) May be inoperative provided: a) No more than 10% of the ceiling lights are inoperative, b) No more than two adjacent ceiling lights in the longitudinal or lateral direction are inoperative, c) Photoluminescent Escape Route Marking System is charged 30 minutes each flight day before the first flight of each day, d) Remaining operative ceiling lights operate in BRIGHT setting, e) Adequate cabin illumination remains for flight attendants to perform their assigned duties, and f) Cabin emergency lights operate normally.	
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Sequence No.	Item	1	2	3	4	Change Bar
21-00	Cabin Interior Illumination System (Cont'd)					
-02	(LINEAGE 1000)	C	-	-	Individual lights may be inoperative provided: a) No more than 10% of the ceiling lights are inoperative, b) No more than two adjacent ceiling lights in the longitudinal or lateral direction are inoperative, and c) Cabin emergency lights operate normally.	
-03	With STC ST03522NY or ST03523NY	C	-	-	Individual light modules may be inoperative provided: a) All adjacent ceiling and sidewall light modules are operative, b) Either FWD ENTRANCE light or FWD GALLEY AREA light may be inoperative, and c) One light of the AFT ENTRANCE light may be inoperative.	
21-01	Interior Emergency Lights	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
21-10	Cabin Sidewall Lights	C	-	-	May be inoperative provided sufficient lighting is available for flight attendants to perform their assigned duties.	
23-00	Passenger Signs	C	-	-	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded "DO NOT OCCUPY". <p>NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.</p>	
		C	-	-	(O) May be inoperative and associated passenger seat or lavatory occupied provided: <ul style="list-style-type: none"> a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off. 	
23-03	Lavatory Occupied Sign	C	2	0		

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Sequence No.	Item	1	2	3	4	Change Bar	
23-09	Cockpit Sterile Light (Except LINEAGE 1000)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.		
26-00	Courtesy Lights System	C	1	0	May be inoperative provided sufficient light is available at passenger entry area.		
28-00	Lavatory Light System	C	2	0	(O) May be inoperative provided affected lavatory door is locked and placarded "INOPERATIVE – DO NOT ENTER". NOTE: This proviso is not intended to prohibit lavatory use or inspections by crewmembers.	 	
28-01	Lavatory Dome Light	D	2	0	May be inoperative provided the associated fluorescent lights operate normally.	 	
28-03	Lavatory Fluorescent Lights	C	4	0	(O) May be inoperative provided: a) Associated dome light operates normally, and b) Associated lavatory manual switch is activated before each flight.	 	
28-07	Lavatory Door Latch Engage Micro Switch	C	2	0	(O) May be inoperative provided: a) Lavatory Manual Switch is verified operative, and b) Lavatory Manual Switch is used to operate the lavatory internal lights.	 	
28-09	Lavatory Manual Switch	C	2	1			

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Sequence No.	Item	1	2	3	4	Change Bar
31-00	Forward and Aft Cargo/Baggage Compartment Lights	C	9	0		
31-02	Cargo Compartment Light Cages	C	9	0	Any number of light cages may be damaged or missing provided the affected light lens is checked not cracked or broken after each cargo unloading	
32-00	Service Compartment Lights	C	-	0		
41-00	Landing Lights	C	3	2		
		C	3	0	May be inoperative provided operations are not conducted at night.	
42-00	Taxi Lights	C	3	0		

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
43-00	Navigation Lights	C	-	4	(M) Any light may be inoperative provided the following minimum configuration is complied with: a) One green light at the right forward wingtip position, b) One red light at the left forward wingtip position, and c) One white light at each aft wingtip position.	
		C	-	0	May be inoperative provided operations are not conducted at night.	
44-00	Wing Inspection Lights	C	2	0	May be inoperative provided operations are not conducted at any time into known or forecast icing conditions.	
		C	2	0	May be inoperative provided ground deicing procedures do not require their use.	
		C	2	0	May be inoperative provided operations are not conducted at night.	
45-00	Red Beacon Lights	C	2	0	May be inoperative for night operations provided strobe lights operate normally.	
		C	2	0	May be inoperative provided operations are not conducted at night.	
46-00	Logo Lights	D	2	0		

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Sequence No.	Item	1	2	3	4	Change Bar	
47-00	Strobe Lights	C	4	0	May be inoperative provided operations are not conducted at night.		
	(Airplanes with Halogen Red Beacon Lights)	C	4	0	(M) May be inoperative provided red beacon lights operate normally.		
50-21	Photoluminescent Escape Route Marking System (Except Lineage 1000)	C	-	-	Up to 10% of any Photoluminescent Escape Route Marking section may be damaged or missing.		
		C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.		
-01	With STC ST03523NY or ST03522NY	C	-	-	May be inoperative or missing provided: a) No more than a length of 0.25 meters (10 inches) of inoperative or missing strips in an aisle of the photoluminescent strips are directly opposite each other and are not closer together than 2 meters (78.74 inches), and b) No more than four such parts may be inoperative or missing.		

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Sequence No.	Item	1	2	3	4	Change Bar
50-25	External Emergency Lights (EMBRAER 190/195)	C	-	0	May be inoperative provided operations are not conducted at night.	
		C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passengers-carrying operations, and c) Alternate procedures are established and used.	
50-30	Exit Markings	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar	
11-00	Integrated Electronic Standby System (IESS)						
-01	Standby Attitude Indication	C	1	0	May be inoperative provided not required by 14 CFR.		
		B	1	0	May be inoperative provided: a) All display units are operative, b) Operations are conducted in Day VMC only, and c) Operations are not conducted into known or forecast over-the-top conditions.		
-02	STD Baro Button	C	1	0	May be inoperative provided BARO knob on the IESS operates normally.		
-03	Brightness Buttons	C	2	0	May be inoperative provided brightness level is acceptable to the crew.		
-04	CAGE Button	B	1	0	(O) May be inoperative provided IESS is reinitialized before each flight.		
		B	1	0	May be inoperative provided IESS attitude indication is considered inoperative.		
-05	VMO/MMO Barber Pole	C	1	0	May be inoperative provided VMO Flag is displayed.		
15-03	Total Air Temperature (TAT) Sensors	B	2	1	(O) May be inoperative provided autopilot and autothrottle are not coupled to the affected air data system.		

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
15-05	Total Air Temperature (TAT) Indications				Deleted, Revision 4.	
15-07	Static Air Temperature (SAT) Indications	C	6	0		
15-09	True Airspeed (TAS) Indications	C	4	0		
23-00	Standby Magnetic Compass System	B	1	0	(O) May be inoperative provided: a) Two IRS stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.	
		C	1	0	(O) May be inoperative provided: a) Two IRS stabilized Compass Systems operate normally, b) Airplane is operated with Dual Independent Navigation Capability, and c) Two Global Positioning Systems operate normally.	

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
25-00 ***	Head-Up Guidance System (HGS)	D	2	1		
		D	-	0	May be inoperative provided approach minimums or operating procedures do not require its use.	
					NOTE: Any mode which operates normally may be used.	
27-00 ***	Enhanced Flight Vision System (EFVS) (LINEAGE 1000)	D	1	0	(M) May be inoperative provided: a) System is deactivated, b) Approach minimums or operating procedures do not require its use.	
					NOTE: The EICAS message HUD FAIL is displayed after system deactivation.	

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
31-00	Radar Altimeter System	C	-	1	(M)(O) May be inoperative provided: a) System is deactivated, and b) Approach minimums or operating procedures do not require its use.	
	(All Configurations Except LINEAGE 1000 with the Iridium System Installed)	A	-	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Approach minimums or operating procedures do not require its use, c) Ground Proximity Warning System (GPWS) Modes 1–4, Mode 5, Advisory Callouts, and Windshear Mode are considered inoperative, d) Traffic Alert and Collision Avoidance System (TCAS) is considered inoperative, e) The Iridium System, is considered inoperative, and f) Repairs are made within 2 flight days.	
	(LINEAGE 1000 with the Iridium System Installed)	A	-	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Approach minimums or operating procedures do not require its use, c) Ground Proximity Warning System (GPWS) Modes 1–4, Mode 5, Advisory Callouts, and Windshear Mode are considered inoperative, d) Traffic Alert and Collision Avoidance System (TCAS) is considered inoperative, e) The Internal Door Warning System is considered inoperative, f) The Iridium System, is considered inoperative, and g) Repairs are made within 2 flight days.	
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Sequence No.	Item	1	2	3	4	Change Bar
31-00	Radar Altimeter System (Cont'd)					
	(All Configurations Except LINEAGE 1000 without the Iridium System Installed)	A	-	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Approach minimums or operating procedures do not require its use, c) Ground Proximity Warning System (GPWS) Modes 1–4, Mode 5, Advisory Callouts, and Windshear Mode are considered inoperative, d) Traffic Alert and Collision Avoidance System (TCAS) is considered inoperative, and e) Repairs are made within 2 flight days.	
	(LINEAGE 1000 without the Iridium System Installed)	A	-	0	(M)(O) May be inoperative provided: a) System is deactivated, b) Approach minimums or operating procedures do not require its use, c) Ground Proximity Warning System (GPWS) Modes 1–4, Mode 5, Advisory Callouts, and Windshear Mode are considered inoperative, d) Traffic Alert and Collision Avoidance System (TCAS) is considered inoperative, e) The Internal Door Warning System is considered inoperative, and f) Repairs are made within 2 flight days.	

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Sequence No.	Item	1	2	3	4	Change Bar
32-00	Very High Frequency Navigation Systems (VHF NAV)					
-01	VOR Systems	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
-02	ILS Systems	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
-03	Marker Beacon Systems	C	2	-	May be inoperative provided approach minimums do not require its use.	
41-00	Enhanced Ground Proximity Warning System (EGPWS)					
-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-A	Modes 1–4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-B	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
41-00	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					
-01	Ground Proximity Warning System (GPWS) (Cont'd)					
-C	Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		
-D	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
-E	Windshear Warning and Flight Guidance System (Windshear Mode)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
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Sequence No.	Item	1	2	3	4	Change Bar
41-00	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					
-02	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Terrain Clearance Floor (TCF) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
41-05 ***	Steep Approach Mode	D	1	0	May be inoperative provided operations do not require its use.	
42-00	Weather Radar System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-01	Stabilization Function	B	1	0	(M) May be inoperative provided: a) Antenna sweep is parallel to aircraft horizontal plane, and b) Antenna tilt operates normally.	

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43-00	Traffic Alert and Collision Avoidance System II (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.		
		C	-	0	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.		
-01	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.		
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.		
-02	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.		
-03	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.		
-04 ***	Airspace Selection Function	C	-	0			

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44-00 ***	Lightning Sensor System	D	-	0			
51-00	Distance Measuring Equipment (DME) Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.		
52-00	ATC Transponders and Automatic Altitude Reporting Systems	B	2	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.		
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.		
-01	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to the completion of the next heavy maintenance visit.		
-02	ADS-B Squitter Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	 	
					NOTE: Any ADS-B Out function that operates normally may be used.	 	
52-03	Automatic Dependent Surveillance-Broadcast (ADS-B) System				Deleted, Revision 12.		

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Sequence No.	Item	1	2	3	4	Change Bar
53-00	Automatic Direction Finder (ADF) System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
56-00	Global Positioning System	C	-	0	May be inoperative provided procedures do not require its use.	
		D	2	1		
61-00	Flight Management System (FMS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	1	(O) May be inoperative provided procedures do not require its use.	
-01	Navigation Databases	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight days. <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
61-02	Multifunction Control Display Unit (MCDU)	B	2	1	(O) MCDU 1 may be inoperative provided: a) VHF COMM 1 and 2 operate normally, b) VHF NAV 1 and 2 operate normally, c) All CCD buttons, knobs, and touchpads operate normally on both sides, d) All display units operate normally, and e) Approach minimums or operating procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
10-08	Crew Oxygen Cylinder Charging Valve	C	1	0	(M) May be inoperative provided: a) There is no evidence of leakage, and b) Crew Oxygen Cylinder is removed for refilling or is replaced with a full one, if necessary.	
11-01	Crew Oxygen Pressure Indication					
-01	Crew Oxygen Indication on MFD	C	2	0	(O) May be inoperative provided: a) Crew oxygen pressure is checked before each departure, b) Flight is not conducted over an area where the Minimum Enroute Altitude is above 10,000 feet MSL, c) Both air conditioning packs operate normally, d) Pressurization system operates normally, and e) Flight is conducted at or below FL 250.	
-02	Crew Oxygen Pressure Indication on Pressure Gauge Outside Airplane	C	1	0	(O) May be inoperative provided Crew Oxygen Pressure Indication on MFD is checked before each departure.	
11-03	Oxygen Cylinder Pressure Relief Disc (Green Disc)	C	-	0		

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4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
20-00	Passenger Oxygen System	B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is not conducted over an area where the Minimum Enroute Altitude is above 14,000 feet MSL, b) Both air conditioning packs operate normally, c) Pressurization system operates normally, d) Flight is conducted at or below FL 250, e) Portable Oxygen Cylinders and Masks are provided for all cabin crewmembers and for a 30-minute period for 10% of the passengers, and f) Passengers are appropriately briefed. 	
		B	1	0	May be inoperative provided flight is conducted at or below 10,000 feet MSL.	
-01	Automatic Deployment System	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Manual deployment (OVRD) system operates normally, and b) Flight is conducted at or below FL 300. 	
-02	Passenger Oxygen Dispensing Unit	C	-	0	(M) May be inoperative with no flight altitude restriction provided: <ul style="list-style-type: none"> a) Affected seats are placarded and blocked to prevent occupancy, and b) Units operate normally at all usable lavatory and flight attendant locations. 	

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35. OXYGEN							
Sequence No.	Item	1	2	3	4	Change Bar	
20-02	Passenger Oxygen Dispensing Unit Door Electrical Latches (Except LINEAGE 1000)	C	-	0	(M)(O) Automatic opening feature of the door latch(es) may be inoperative unlatched and kept closed by an alternative means provided: a) Associated Passenger Oxygen Dispensing Unit operates normally, b) Flight is conducted at or below FL 300, and c) Passenger(s) occupying the associated seat(s) is (are) briefed on oxygen mask procedure.		
20-03	Passenger Oxygen Box Deploy Tool (Except LINEAGE 1000)	C	-	0	(O) May be missing provided an alternative tool is available.		
20-09	Lavatory Oxygen System (Except LINEAGE 1000)	C	-	0	(O) May be inoperative provided: a) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and b) Lavatory is not used for any purpose. NOTE: These provisos are not intended to prohibit lavatory inspections by crewmembers.		
		C	-	0	(O) May be inoperative provided procedures are established and used to only allow use of the associated lavatory at or below FL 250.		
21-04	Passenger Oxygen Masks Deployed ON Indication Light	C	1	0			

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4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Portable Oxygen Cylinder and Masks	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided: a) Required distribution of serviceable cylinders is maintained throughout aircraft, and b) Cylinders not properly serviced are replaced, serviced, or removed at the next available maintenance facility.	
30-03	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	

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36. PNEUMATIC						
Sequence No.	Item	1	2	3	4	Change Bar
00-00	Engine Bleed Systems	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Associated engine bleed remains selected off, b) Crossbleed Valve operates normally, and c) Flight is conducted at or below FL 310. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).	
	(Airplanes without Forward Cargo Compartment Ventilation Installed or with Cargo Shutoff Valve (P/N 1001497-2))	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Associated engine bleed remains selected off, b) If Bleed 1 is affected, live animals are not carried in the cargo/baggage compartment, c) Airplane is not operated in known or forecast icing conditions, and d) Flight is conducted at or below FL 310. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).	
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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Engine Bleed Systems (Cont'd)					
	(Airplanes with Cargo Shutoff Valve (P/N 1001497-1))	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Associated engine bleed remains selected off, b) Airplane is not operated in known or forecast icing conditions, c) If Bleed 1 is affected, the forward cargo/aft baggage compartment shutoff valve is considered inoperative, and d) Flight is conducted at or below FL 310. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).	
		C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both engine bleeds remain selected off, b) APU bleed is operating normally and supplying bleed air, c) Flight is conducted at or below FL 150, and d) Airplane is not operated in known or forecast icing conditions. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).	
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36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
00-00	Engine Bleed Systems (Cont'd)						
	(All Configurations without Forward Cargo Compartment Ventilation Installed or with Cargo Shutoff Valve (P/N 1001497-2) Except EMBRAER 190ECJ)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both engine bleeds remain selected off, b) Live animals are not carried in the cargo/baggage compartment, c) Flight is conducted in an unpressurized configuration, and d) Airplane is not operated in known or forecast icing conditions. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).		
	(LINEAGE 1000 with Cargo Shutoff Valve (P/N 1001497-2))	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both engine bleeds remain selected off, b) Live animals are not carried in the aft baggage compartment, c) Flight is conducted in an unpressurized configuration, d) Airplane is not operated in known or forecast icing conditions, and e) The Auxiliary Fuel system is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).		
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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Engine Bleed Systems (Cont'd)					
	(All Configurations with Cargo Shutoff Valve (P/N 1001497-1) Except LINEAGE 1000)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both engine bleeds remain selected off, b) The forward cargo/aft baggage compartment shutoff valve is considered inoperative, c) Flight is conducted in an unpressurized configuration, and d) Airplane is not operated in known or forecast icing conditions.	
					NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).	
	(LINEAGE 1000 with Cargo Shutoff Valve (P/N 1001497-1))				(O) Except for ER operations, may be inoperative provided: a) Both engine bleeds remain selected off, b) The aft baggage compartment shutoff valve is considered inoperative, c) Flight is conducted in an unpressurized configuration, d) Airplane is not operated in known or forecast icing conditions, and e) The Auxiliary Fuel system is considered inoperative.	
					NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).	

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36. PNEUMATIC							
Sequence No.	Item	1	2	3	4	Change Bar	
00-01	Bleed Air Manifold Pressure Indications on MFD	C	4	0	(O) May be inoperative provided alternate procedures are established and used.		
10-01	Cross Bleed Valve	C	1	0	(M)(O) Except for ER operations, may be inoperative provided valve is verified closed and remains closed except for engine starting. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).		
	(All Configurations Except LINEAGE 1000)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Airplane is not operated in known or forecast icing conditions.		
	(LINEAGE 1000)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Airplane is not operated in known or forecast icing conditions, and c) The Auxiliary Fuel System is considered inoperative.		

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36. PNEUMATIC						
Sequence No.	Item	1	2	3	4	Change Bar
11-01	High Stage Bleed Valves	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Both High Stage Bleed Valves are secured closed, and b) Both Engine Bleed Systems are considered inoperative.	
		C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Affected High Stage Bleed Valve is secured closed, and b) Associated Engine Bleed System is considered inoperative.	
11-03	Engine Bleed Valves	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Affected Engine Bleed Valve is secured closed, and b) Associated Engine Bleed System is considered inoperative.	
		C	2	0	(M)(O) Except for ER operations, both be inoperative provided: a) Both Engine Bleed Valves are secured closed, and b) Both Engine Bleed Systems are considered inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
10-09	Fan Air Valves				Deleted, Revision 10.	
11-12	Fan Air Inlet Doors (EMBRAER 170/175) (Pre-Mod SB 170-36-0008 or Post-Mod SB 170-54-0010)	C	2	0	(M)(O) May be inoperative provided: a) Affected door is secured open, and b) Appropriate performance penalties are applied.	
12-00	APU Pneumatic Bleed System	C	1	0	Except for ER operations, may be inoperative provided APU Bleed remains selected off.	
12-01	APU Bleed Shutoff Valve	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Valve is secured closed, and b) APU Bleed remains selected off.	
12-02	APU Bleed Check Valve	C	1	0	Except for ER operations, may be inoperative provided APU Bleed remains selected off.	
13-01	High Pressure Ground Connection Check Valve	B	1	0	May be inoperative closed provided APU Pneumatic Bleed System operates normally.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
21-00	BLEED 1(2) LEAK Caution EICAS Message	C	2	1	(M)(O) Except for ER operations, BLEED 1 LEAK Caution EICAS message may be inoperative provided: a) Associated Engine Bleed valve is secured closed, b) Crossbleed valve remains closed, c) APU Pneumatic Bleed System is considered inoperative, d) Airplane is not operated in known or forecast icing conditions, e) Forward cargo/aft baggage compartment shutoff valves are considered inoperative, and f) Flight is conducted at or below FL 310.	
		C	2	1	(M)(O) Except for ER operations, BLEED 2 LEAK Caution EICAS message may be inoperative provided: a) Associated Engine Bleed valve is secured closed, b) Crossbleed valve remains closed, c) Airplane is not operated in known or forecast icing conditions, and d) Flight is conducted at or below FL 310.	
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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
21-00	BLEED 1(2) LEAK Caution EICAS Message (Cont'd)					
	(All Configurations Except LINEAGE 1000)	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Both Engine Bleed valves are secured closed, b) APU Bleed Shutoff Valve is considered inoperative, c) Flight is conducted in an unpressurized condition, d) Airplane is not operated in known or forecast icing conditions, and e) Forward cargo/aft baggage compartment shutoff valves are considered inoperative.	
	(LINEAGE 1000)	C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Both Engine Bleed valves are secured closed, b) APU Bleed Shutoff Valve is considered inoperative, c) Flight is conducted in an unpressurized condition, d) Airplane is not operated in known or forecast icing conditions, e) Forward cargo/aft baggage compartment shutoff valves are considered inoperative, and f) The Auxiliary Fuel System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
30-00 ***	Ozone Converters				Deleted, Revision 4.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
00-02	Water and Waste System Indications on Flight Attendant Panel (Except LINEAGE 1000)	D	11	0	(M) May be inoperative provided alternate procedures are established and used.	
10-00	Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
11-03	Lavatory Infrared Sensors (LINEAGE 1000)	C	-	0	(M) May be inoperative provided associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER".	
11-14 ***	Cockpit In-Flight Drainage System	D	1	0	(M) May be inoperative provided: a) Aft Drain Valve is deactivated, and b) Alternate procedures are established and used.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
32-00	Vacuum Waste Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured closed and placarded, "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
32-09	Vacuum Generator	A	1	0	May be inoperative powered on (running) continuously provided repairs are made within 1 flight day.	
		C	1	0	(M) May be inoperative provided: a) Vacuum generator is deactivated, and b) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER".	
					NOTE: These provisions are not intended to prohibit inspections by crewmembers.	
		C	1	0	(M)(O) May be inoperative provided: a) Vacuum generator is deactivated, and b) Procedures are established and used to only allow use of the lavatory at or above 18,000 feet MSL.	
34-01 ***	Floor Drain System	C	-	0	(M) May be inoperative provided the associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER".	
					NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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44. CABIN SYSTEMS						
Sequence No.	Item	1	2	3	4	Change Bar
11-00	Passenger Address System (PA)	B	1	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operate normally may be used.	
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.	
12-01	Passenger Cabin Speakers	C	-	-	(M) May be inoperative provided any seat from which a passenger cannot clearly hear a passenger address announcement is blocked and placarded "DO NOT OCCUPY".	
		C	-	0	May be inoperative provided Passenger Address System is considered inoperative.	
12-02	Lavatory Speakers (Except LINEAGE 1000)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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44. CABIN SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
13-00	Cabin Service Interphone System					
-01	Cabin to Cabin Function	B	-	0	(O) May be inoperative provided alternate communication procedures between the affected flight attendant stations are established and used. NOTE: Any station function(s) that operate normally may be used.	
		B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communication procedures between the affected flight attendant stations are established and used. NOTE: Any station function(s) that operate normally may be used.	

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44. CABIN SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
13-01	Flight Attendant Handsets					
-01	All Models (Except LINEAGE 1000)	B	-	-	(O) May be inoperative provided: a) 50% of cabin handsets operate normally, and b) Alternate communication procedures between the affected flight attendant station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement. NOTE 2: Any handset function(s) that operates normally may be used.	
-02	(LINEAGE 1000)	B	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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44. CABIN SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
13-07	Flight Attendant Alerting System (Except LINEAGE 1000)					
-01	Flight Attendant Call Lights (Rainbow Lights)	B	-	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) PA system operates normally, b) If affected light is used for lavatory smoke detector alerting, an alternate lavatory smoke alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
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Sequence No.	Item	1	2	3	4	Change Bar	
13-07	Flight Attendant Alerting System (Except LINEAGE 1000) (Cont'd)						
-02	Flight Attendant Chime	B	-	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected chime is used for lavatory smoke detector alerting, an alternate lavatory smoke alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.		
20-01 ***	In-Flight Entertainment System (IFE) Maintenance Panels (Except LINEAGE 1000)	D	2	0	(M) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system which operates normally may be used.		
20-03 ***	IFE System Reset Switch on IFE Flight Attendant Control Panel (Except LINEAGE 1000)	D	1	0	(M) May be inoperative provided alternate procedures are established and used.		

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44. CABIN SYSTEMS							
Sequence No.	Item	1	2	3	4	Change Bar	
32-08 ***	In-Flight Connectivity System Reset Switch	D	1	0	(O) May be inoperative provided alternate procedures are established and used.		
51-00 ***	Cabin Surveillance System (CSS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.		
		C	1	0	(O) May be inoperative provided: a) A peephole is installed and operates normally, and b) Alternate procedures are established and used.		
		D	1	0	(M) May be inoperative provided: a) System is deactivated, and b) CSS is not required by 14 CFR.		
-01	Video Unit	D	1	0	May be inoperative provided it is not required by local regulations.		
-02	Video Cameras	D	3	0	May be inoperative provided it is not required by local regulations.		
NOTE: Any portion of the system which operates normally may be used.							

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45. CENTRAL MAINTENANCE SYSTEM

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Central Maintenance Computer (CMC)	C	1	0	May be inoperative provided procedures do not require its use.	
45-03 ***	Data-Loader Management Unit (DMU)	C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
45-04	Database (DB) Module	C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
45-05	Local Area Network (LAN)	C	1	0	May be inoperative provided procedures do not require its use.	
					NOTE: Loading, installing, or restoring a software application or database will not be available to the maintenance personnel.	

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46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
21-00 ***	Electronic Flight Bag Systems (EFBs)					
-01 ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
-02 ***	Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
-03 ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
41-00 ***	Prerecorded Passenger Announcement System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Auxiliary Power Unit (APU)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) APU is deactivated, and b) Procedures are not dependent on its use.	
61-00	APU Master Knob	C	1	0	(O) Except for ER operations, knob detents may be inoperative provided the APU is used on-ground only.	

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50. CARGO AND ACCESSORY COMPARTMENTS							
Sequence No.	Item	1	2	3	4	Change Bar	
22-01	Cargo/Baggage Door Nets	C	2	0	(O) May be inoperative or missing provided adjacent Cargo Nets are installed and the associated section remains empty.		
		C	2	0	May be inoperative or missing provided associated cargo compartment remains empty.		
22-02 ***	(Except LINEAGE 1000)	A	-	-	May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit. NOTE: This item does not intend to constrain or reduce the flexibility that exists regarding cargo loading systems. It is intended to ensure that all appropriate personnel are involved in the decisionmaking process for dispatch.		
	Cargo/Baggage Nets	D	-	-	May be inoperative or missing provided associated cargo/baggage section remains empty.		
31-00	Cargo Compartment Linings	C	-	0	May be damaged or missing provided associated cargo compartment remains empty.		

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50. CARGO AND ACCESSORY COMPARTMENTS

Sequence No.	Item	1	2	3	4	Change Bar
32-06	Blow-Out Panels	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
00-31	Aft Baggage Door Emergency Opening System (LINEAGE 1000)	C	1	0		

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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
30-00	Cargo Compartment Doors	C	2	0	(M) May be inoperative provided: a) Associated cargo compartment is empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and b) Affected cargo door is verified closed, latched, and locked before each flight. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
30-20	Forward and Aft Cargo Compartment Door Gas Spring Actuators	C	4	2	One Gas Spring Actuator per door may be inoperative or missing provided opposite Actuator Bellcrank and Actuator Rod operate normally.	
		B	4	0	(M) May be inoperative or missing provided: a) Door is verified capable of being held open, and b) Alternate procedures are established and used to operate the affected Cargo Compartment Door.	
		C	4	0	May be inoperative provided affected cargo compartment door is not used.	
30-22	Forward and Aft Cargo Compartment Door Actuator Bellcranks	C	4	2	One Actuator Bellcrank per door may be damaged or missing provided opposite Gas Spring Actuator and Actuator Rod operates normally.	
30-24	Forward and Aft Cargo Compartment Door Actuator Rods	C	4	2	One Actuator Rod per door may be damaged or missing.	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
31-20	Fwd (Aft) Cargo Door Green Indicators	C	8	0	(O) Green latch and lock indicators may be missing provided: a) Affected door and its handle are verified completely flush with fuselage skin before each flight, and b) EICAS message DOOR CRG FWD (AFT) OPEN is operative.	
		C	4	0	(O) Green latch indicators may be missing provided: a) Affected door and its handle are verified completely flush with fuselage skin before each departure, and b) Associated lock (inner markings) indicators are present and checked green before each flight.	
31-28	Forward and Aft Cargo Door Closing Rods	C	2	0	(M) May be inoperative or missing provided alternate procedures are established and used.	
		D	2	1	(M) May be inoperative or missing provided alternate procedures are established and used.	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
51-00 ***	Cockpit Security Door Automatic Locking System	A	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Mechanical Latch operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the flight deck door using the Mechanical Latch, and d) Repairs are made within 2 flight days.	
-01	Mechanical Latch	C	1	0	May be inoperative provided automatic locking system operates normally.	
-02	Cockpit Door Control Panel					
-A	LOCK Pushbutton	A	1	0	May be inoperative provided: a) Cockpit Security Door Automatic Locking System is considered inoperative, and b) Repairs are made within 2 flight days.	
-B	LOCK Pushbutton Light	B	1	0		
-C	INHIB Pushbutton	A	1	0	May be inoperative provided: a) Cockpit Security Door Automatic Locking System is considered inoperative, and b) Repairs are made within 2 flight days.	
-D	INHIB Pushbutton Light	B	1	0		
-E	UNLOCKED Annunciator ON Light	B	1	0	(O) May be inoperative provided: a) Door Chime operates normally, and b) Alternate procedures are established and used.	
					(Continued)	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
51-00 ***	Cockpit Security Door Automatic Locking System (Cont'd)					
-03	Flight Attendant Cockpit Door Control Panel					
-A	Emergency Call Pushbutton	B	1	0	(O) May be inoperative provided alternate procedures are established and used	
-B	Emergency Call Pushbutton Light	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-C	Door Opening Sequence Inhibited Red Light	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-D	Door Unlocked Green Light	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-04	Maintenance Lock	D	1	0		

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Cockpit Door Peephole	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.	
		C	1	0	(O) May be inoperative provided: a) Cabin Surveillance System (CCS) is installed and operates normally, and b) Alternate procedures are established and used.	
60-00 ***	Airstair	D	1	0	May be inoperative provided it is correctly stowed and locked for flight. NOTE: Any mode that operates normally may be used.	
70-00	Door Position Indications on MFD and Associated EICAS Messages	C	-	0	(M)(O) May be inoperative provided affected door is verified closed, latched, and locked before each flight.	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
70-01	Passenger and Service Doors Indicators					
-01	Door Latch Visual Indicators	C	4	3	(M)(O) May be inoperative provided: a) Affected door is verified closed, latched, and locked before each flight, b) Latch mechanism is verified to operate normally, and c) Both door locked visual indicators on the affected door operate normally. NOTE: The DOOR PAX (SERV) FWD (AFT) OPEN Warning EICAS message may be displayed.	
-02	Door Locked Visual Indicators	C	8	4	(M)(O) One on each door may be inoperative provided: a) Affected door is verified closed, latched, and locked before each flight, b) Door latch visual indicator on the affected door operates normally, and c) Latch mechanism is verified to operate normally. NOTE: The DOOR PAX (SERV) FWD (AFT) OPEN Warning EICAS message may be displayed.	
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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
70-01	Passenger and Service Doors Indicators (Cont'd)					
-03	Escape Slide ARMED/DISARMED Indicators	C	4	3	(M)(O) May be inoperative provided: a) Indicator is covered to obscure ARMED/DISARMED sign, b) Girt bar indication is verified to operate normally, and c) Alternate procedures are established and used to indicate the Escape Slide status to the crew.	
-04	Girt Bar Escape Slide Indicators	C	4	3	(M)(O) May be inoperative provided: a) Escape Slide ARMED/DISARMED indication is verified to operate normally, and b) Girt bar is verified to operate normally.	
70-02	Internal door Warning System (LINEAGE 1000)	C	1	0	(M) May be inoperative provided the internal doors are secured open.	

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73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Engine Full Authority Digital Electronic Control (FADEC) System					
-01	System Faults	A	-	-	(M) May be dispatched with system faults provided repairs are made in accordance with times established by the engine manufacturer in the airworthiness section of the Engine Manual GEK 112031 (ERJ-170-100/200) or GEK 112081 (ERJ-190-100/200). No Extensions are authorized.	
21-15	ENG 1(2) FUEL IMP BYPASS Caution EICAS Messages					
	(EMBRAER 170/175)	C	2	1	(M) One may be inoperative provided visual inspection is performed before each flight to ensure that there is no fuel bypass.	
	(EMBRAER 190/195/ LINEAGE 1000)	C	2	1	(M) One may be inoperative provided associated fuel filter is changed once each flight day.	
21-17	T2 Sensor Heaters (EMBRAER 170/175)	B	2	1	One may be inoperative provided: a) One Ice Detection System is operative, and b) Airplane is not operated in known or forecast icing conditions.	
31-01	Fuel Low Pressure Switches	C	2	0	(O) May be inoperative provided associated Fuel AC Pump remains selected ON during the entire flight except when fuel crossfeed is required.	
31-07	ENG 1(2) FUEL LO PRESS Caution EICAS Messages	C	2	0	(O) May be inoperative provided associated Fuel AC Pump remains selected ON during the entire flight except when fuel crossfeed is required.	

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74. IGNITION

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Ignition Channels				Deleted, Revision 4. (Included in item 73-21-01).	

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77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
31-00	HP Vibration Indications on EICAS	C	2	1		

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78. ENGINE EXHAUST

Sequence No.	Item	1	2	3	4	Change Bar
30-00	Thrust Reverser Systems	C	2	1	(M)(O) One may be inoperative provided: a) Affected thrust reverser is locked in the forward thrust position, and b) Appropriate performance penalties are applied.	
34-04	ENG 1(2) REV DEPLOYED Warning EICAS Message	C	2	1	(M)(O) One may be inoperative provided: a) Affected thrust reverser is locked in the forward thrust position, and b) Appropriate performance penalties are applied.	
34-06	ENG 1(2) REV PROT FAULT Caution EICAS Message	C	2	1	(M)(O) One may be inoperative provided: a) Affected thrust reverser is locked in the forward thrust position, and b) Appropriate performance penalties are applied.	
34-08	ENG 1(2) REV FAIL Caution EICAS Message	C	2	1	(M)(O) One may be inoperative provided: a) Affected thrust reverser is locked in the forward thrust position, and b) Appropriate performance penalties are applied.	

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78. ENGINE EXHAUST

Sequence No.	Item	1	2	3	4	Change Bar
34-10	ENG 1(2) REV TLA FAIL Caution EICAS Message	C	2	1	(M)(O) One may be inoperative provided: a) Affected thrust reverser is locked in the forward thrust position, and b) Appropriate performance penalties are applied.	
34-12	ENG 1(2) REV INHIBIT Status EICAS Message	C	2	1	(M)(O) One may be inoperative provided: a) Affected thrust reverser is locked in the forward thrust position, and b) Appropriate performance penalties are applied.	

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79. ENGINE OIL							
Sequence No.	Item	1	2	3	4	Change Bar	
31-00	Oil Quantity Indications on MFD	C	4	2	(M)(O) Except for ER operations, indications from one engine may be inoperative provided: a) Oil quantity is serviced before each flight, and b) Oil Pressure Indication is available and is monitored throughout the flight.		
31-03	Oil Tank Oil Level Indicators (EMBRAER 170/175)	C	2	0	(M) May be inoperative provided alternate procedures are established and used to verify oil level when servicing is performed.		
31-07	ENG 1(2) OIL LO LEVEL Caution EICAS Message	C	2	1	(M)(O) One may be inoperative provided: a) Oil quantity is serviced before each flight, and b) Oil Pressure Indication is available and is monitored throughout the flight.		
33-01 ***	Low Oil Pressure Switch (Pre-Mod. Epic Load 21.2)	C	2	1	(O) One may be inoperative provided: a) Oil Pressure Indication is available and is monitored throughout the flight, and b) ENG 1(2) OIL LO PRESS warning EICAS message on the opposite engine operates normally.		
	(Load 25.3 and on, Except Epic Load 25.4)	C	2	0	May be inoperative provided oil pressure indication is available.		

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79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
33-09	ENG 1(2) OIL LO PRESS Warning EICAS Message (Pre-Mod. Epic Load 21.2)	C	2	1	(O) One may be inoperative provided Oil Pressure Indication is available and is monitored throughout the flight.	
34-07	ENG 1(2) OIL IMP BYPASS Advisory EICAS Message	C	2	1	(M) One may be inoperative provided: a) ENG 1(2) CHIP DETECTED Maintenance Message is confirmed not present on MFD Engine Maintenance Page before each flight, and b) Oil filter is inspected for presence of contaminants once each flight day.	

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80. STARTING

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Starter Control Valve (SCV)	C	2	1	(M)(O) One may be inoperative provided manual override starting procedures are used. NOTE: See AFM for windmilling start on associated engine.	
10-05	Engine Start/Stop Switch Cover	C	2	0		